

UNIFIED PLANNING WORK PROGRAM
Lincoln Metropolitan Planning Organization

Fiscal Year 2006
(July 1, 2005 - June 30, 2006)

Submitted by
Lincoln Public Works & Utilities Department

Technical Committee Approval

June 24, 2005

Officials Committee Approval

August 4, 2005

Metropolitan Planning Organization Endorsement

August 5, 2005

June 2005

**Lincoln Metropolitan Planning Organization
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Fiscal Year 2006**

TABLE OF CONTENTS

MPO Endorsement	i
Introduction	1
Work Program for FY 2006	
Administration	
Public Participation Program	12
Environmental Justice Strategies	14
Transportation Improvement Program	16
Data Development	
Geographic Information System (GIS)	18
Geocoding Program	19
Census Bureau Activities	20
Comprehensive Planning	
Comprehensive Planning Review, Evaluation and Amendments	22
Subarea Planning and Implementation	
Subarea Planning	24
Lincoln Municipal Airport Planning	
Airport Master Plan Study	26
Continuing Urban Transportation Planning Process	
Transportation Planning Work Program	28
Activity Reference Chart	43
Transit Planning Work Program	47
Transit Program Chart	49
Environmental Studies and Programs	
Urban Air Quality Planning	51
Salt Creek Tiger Beetle	53
Flood Plain Management Program Coordination	55

Lincoln Metropolitan Planning Organization
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Fiscal Year 2006

The Unified Planning Work Program (UPWP) defines the transportation planning activities and products to be developed by the Metropolitan Planning Organization (MPO) and other transportation planning agencies. This is a short term planning tool used to define specific annual goals and projects to be performed or managed by participating agencies or MPO staff. Most planning activities outlined in the UPWP are required by state and federal laws in order to support the MPO process. The UPWP is the basis for allocating federal, state and local funds for transportation planning activities within Lancaster County covering the period from July 1, 2004 to June 30, 2005.

A. Introduction

The City of Lincoln is the federally recognized Metropolitan Planning Organization (MPO) for the Lincoln Metropolitan Area serving Lincoln and Lancaster County to carry out transportation planning and decision-making for the Lincoln urbanized area and Lancaster County.

The 1962 Federal Aid Highway Act required states and local governments to conduct cooperative, comprehensive, and continuing ("3C") transportation planning in order to receive federal funds for highway and transit improvements. Subsequently in 1973, an amendment to this act further required the governor of each state, with local concurrence, to designate a Metropolitan Planning Organization (MPO) for every urbanized area to coordinate area wide transportation planning. On March 22, 1974, the Lincoln MPO was established to guide transportation planning process in the Lincoln urbanized area as well as the coordination of transportation planning activities with transportation-related agencies within Lancaster County. The current "Memorandum of Understanding" between the City, County and State agreeing to cooperate in carrying out this task, was adopted on November 23, 1977.

The MPO provides a forum for cooperative decision-making among responsible state and local officials, public and private transit operators, and the general public. The MPO coordinates the planning activities of all transportation-related agencies and adopt long range plans to guide transportation investment decisions. The MPO is also responsible for capital programming through an annually-updated multi-year Transportation Improvement Program (TIP), which contains all federal and state funding for surface transportation projects and programs. Plans and programs are to consider all transportation modes and support community development and social goals.

Other key planning activities include promoting transportation improvements needed in the region and project development and ensuring the planning area's compliance with federal regulations affecting transportation decisions, such as the Clean Air Act Amendments of 1990 (CAAA). In meeting federal requirements, the MPO maintains the eligibility of members and transit operators for federal transportation funds for planning, capital improvements, and operations.

Each year, the Lincoln MPO prepares a Unified Planning Work Program (UPWP), in cooperation with other transportation agencies, to describe all metropolitan transportation and transportation-

related air quality planning activities anticipated within the area during the year. It is an integrated document that includes the work of participating transportation-related agencies, consultants and work done directly by the MPO Staff. Since the UPWP essentially serves as the master regional transportation planning funding application, it emphasizes documentation of planning activities to be performed with funds provided to the MPO by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and requires approval by both the FHWA and FTA.

B. Status of Federal Transportation Legislation

The federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) amended Section 134 (f) of Title 23 U.S.C. and established a new agenda for maintaining and investing in the nation's transportation infrastructure. Under this legislation, MPO's were entrusted with an expanded role in transportation planning and capital programming. They became partners with state government in making decisions about how transportation tax dollars are spent, and bringing decisions closer to those served. The Transportation Equity Act for the 21st Century (TEA-21), enacted in 1998, basically reaffirmed and retained the structure of the planning process under ISTEA.

The federal legislation specifically requires MPO's to implement and manage a dynamic capital programming process. As the MPO, Lincoln and Lancaster County are required to emphasize an open planning process, foster public understanding of transportation issues, and provide opportunities for input and involvement in major decisions. The Transportation Plan and the planning process are required to generally meet detailed standards. Many of the mandates under ISTEA and TEA-21 are directly linked to the federal Clean Air Act Amendments of 1990 (CAAA). Activities undertaken by the MPO are in direct response the long range transportation plan and Clean Air Act requirements.

The Safe and Flexible Transportation Equity Act of 2003, or "SAFETEA," legislation will be the third iteration of the transportation policy established by Congress in 1991 with ISTEA and renewed in 1998 through TEA-21. At the core of this new legislation is the implementation of ISTEA's provisions for flexibility, local decision-making, long range transportation planning, fiscally constrained budgeting, and environmental stewardship which is expected to be strengthened in this legislation for an improved the transportation system. Reauthorization of the new Federal surface transportation act has not been completed to date and transportation planning activities have continued under Congressional extensions of TEA-21. Analysis of this proposed legislation and the subsequent regulations will be a critical activity for the MPO.

C. Purpose of the Unified Planning Work Program

The Lincoln MPO, in cooperation with the City of Lincoln, Lancaster County, the State of Nebraska and operators of publicly owned transit is required (23 CFR 450.314(a)) to develop a unified planning work program that:

(1) Discuss the planning priorities facing the metropolitan planning area and describe all metropolitan transportation and transportation-related air quality planning activities (including the corridor and subarea studies discussed in Sec. 450.318) anticipated within the area during the next one or two year period, regardless of funding sources or agencies conducting activities, in sufficient detail to indicate who will perform the work, the schedule for completing it and the products that will be produced;

(2) Document planning activities to be performed with funds provided under title 23, U.S.C., and the Federal Transit Act.

D. Federal Requirements

TEA-21 in combination with the CAAA, envisions a transportation system that maximizes mobility and accessibility and protects the human and natural environments. This is achieved through a continuing, cooperative, and comprehensive transportation planning process that results in a long-range plan that is implemented in a short range program of projects.

The five major components feed into the development of the long range plan and short range program, as detailed below:

1. Public Involvement - TEA-21 places significant emphasis on broadening participation in transportation planning to include key stakeholders who have not traditionally been involved, including the business community, members of the public, community groups, and other governmental agencies. Effective public involvement will result in opportunities for the public to participate in the planning process.

2. Metropolitan Planning Factors - The metropolitan planning process must explicitly consider and analyze, as appropriate, seven factors defined in TEA-21 that reflect sound planning principles.

- (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;*
- (2) Increase the safety and security of transportation system for motorized and nonmotorized users;*
- (3) Increase the accessibility and mobility options available to people and for freight;*
- (4) Protect and enhance the environment, promote energy conservation, and improve quality of life;*
- (5) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;*
- (6) Promote efficient system management and operation; and*
- (7) Emphasize the preservation of the existing transportation system.*

3. Management Systems Input - Management systems are tools to ensure transportation infrastructure is effectively managed and maintained and that the infrastructure operates as efficiently as possible. A Congestion Management System (CMS) is required by TEA-21 for all Transportation Management Areas's, while five other management systems (pavement, bridge, safety, public transportation, and intermodal) are optional.

4. Air Quality Conformity Process - One of the most dramatic examples of how transportation planning changed under ISTEA was the linkage with the transportation conformity requirements of the CAAA. The essence of transportation conformity is that, in areas failing to meet federal standards for air quality, transportation plans and programs are required to be in conformance with the transportation provisions of the state's air quality plan (the State Implementation Plan or SIP), which demonstrates how the state will meet the standards. This requirement places severe restrictions on the prioritization and implementation of transportation improvement projects.

5. Financial Plan - Finally, TEA-21 continues ISTEA's challenging requirement that financial planning needs to be fully integrated into the transportation plan and program development process. The purpose of this requirement is to encourage good financial

planning and to prevent transportation plans and programs from becoming “wish-lists” of projects with no realistic chance of implementation. TEA-21 does, however, allow the inclusion of an illustrative listing in the long range plan of potential projects that could be implemented should additional funding become available.

E. FTA and FHWA Planning Emphasis Areas for Fiscal Year 2005

The FTA and FHWA identify Planning Emphasis Areas (PEA's) annually to promote priority themes for consideration, as appropriate, in metropolitan and statewide transportation planning processes. To support this, FTA and FHWA will prepare an inventory of current practice, guidance and training in those areas. Opportunities for exchanging ideas and experiences on innovative practice in these topic areas will also be provided throughout the year. For FY 2005, FTA and FHWA are continuing with the five key planning themes and adding a sixth emphasis area.

1. Considering Safety and Security in the Transportation Planning Process
2. Linking the Planning and Environmental Processes
3. Consideration of Management and Operations within the Planning Process
4. Consultation with Non-Metropolitan Local Officials
5. Enhancing the Technical Capacity of Planning Processes
6. Coordination of Human Service Transportation

F. Metropolitan Planning Program

The current federal highway act, TEA-21, authorizing the Federal surface transportation programs was set to expire on September 30, 2003 and replaced by the proposed SAFETEA reauthorization legislation. Reauthorization has not been completed to date and transportation planning activities have continued under Congressional extensions of TEA-21.

Funding for the Metropolitan Planning Program (49 U.S.C. 5303) retained the FY 2003 Metropolitan Planning Program apportionments with urbanized areas totals at \$60,443,434. A basic allocation of 80 percent of this amount (\$48,354,747) distributed to the States based on the State's urbanized area population as defined by the U.S. Census Bureau for State distribution to each urbanized area. A supplemental allocation of the remaining 20 percent (\$12,088,687) is provided to the States based on FTA administrative formulas to address planning needs in the larger, more complex urbanized areas.

Each State develops an allocation formula for the combined apportionment to distributes these funds to MPOs representing urbanized areas within the State. There are three MPOs located within the state of Nebraska (Omaha, Lincoln, South Sioux City). Siouxland Interstate Metropolitan Planning Council (SIMPCO) is to receive \$30,000 and the remaining net is split between the Lincoln MPO and Omaha Metropolitan Area Planning Agency (MAPA) based upon Census 2000 populations.

The following is the distribution of PL Funds to MPOs in Nebraska based upon the Census 2000 defined Urban Area population.

MAPA (562,701)	Lincoln (226,582)	SIMPCO (15,828)	Total
\$702,946	\$283,054	\$30,000	\$1,016,000

G. Transportation Management Area

In accordance with federal guidelines (49 U.S.C. 5305), all 2000 Census defined urbanized areas having a population of at least 200,000 have been designated as a Transportation Management Area (TMA). The 2000 Census has identified the Lincoln Urban Area as having a population of 226,582 and accordingly, the Secretary of Transportation designated the Lincoln MPO as a TMA. The formal TMA designations were made by the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) in the Federal Register, July 8, 2002 (Volume 67, Number 130), Notices on the Designation of Transportation Management Areas and Federal Register, October 4, 2002 (Volume 67, Number 193), Supplementary Notice on the Designation of Transportation Management Areas. This classification qualifies the Lincoln MPO for specific shares of federal TEA-21 funds but along with this establishes additional administrative and planning requirements in the transportation planning process. These additional planning activities relate primarily to the development of a congestion management system, project selection, public involvement and the MPO certification process.

H. MPO Study Area

The Lincoln MPO planning area consists of the Lincoln metropolitan area and Lancaster County with the county being the designated planning district. Lancaster County contains approximately 839 square miles of land, and according to Census 2000 had a population of 250,291. The city of Lincoln is located at the geographical center of the county and currently covers approximately 79.55 square miles of land with a population of 225,581 in 2000. The population of the city of Lincoln made up approximately 90 percent of the population of Lancaster County. There are eleven other incorporated communities containing approximately 2.6 percent of the population and one second-class city in Lancaster County. The largest of these is Waverly, the second-class city, with a 2000 population of 2,448. The other villages and cities ranged in population between 146 and 1,084. There also are nine unincorporated communities in the county.

I. Lincoln MPO Structure

The Lincoln Metropolitan Planning Organization (MPO) is a policy-making body comprised of representatives from local government and transportation authorities that review transportation issues and develop transportation plans and programs for the metropolitan area. This organization is a forum for cooperative decision making and provides for the involvement of principal elected officials of general purpose local government. Although these individuals come to the table with multiple, and sometimes conflicting perspectives, they work together to establish local and regional priorities for the transportation improvements that are eligible for state and federal funding.

The City of Lincoln fulfills the role as the MPO for Lincoln and Lancaster County as designated by the Governor of Nebraska and is the sole recipient of federal transportation planning funds. The MPO, represented by the Mayor of the City of Lincoln, is responsible for conducting the urban transportation planning process pursuant to federal requirements and is responsible for assigning work as necessary to carry out this process. There are five primary participant groups in the MPO planning and decision-making process. These include: 1) the Officials Committee, 2) the Technical Advisory Committee, 3) Lincoln-Lancaster Planning Commission, 4) various Citizen Task Forces and Advisory Committees, and 5) the MPO staff. Each group plays a specific role in the process.

Officials Committee

The Lincoln MPO Officials Committee membership consists of elected officials representing the City of Lincoln, Lancaster County and the State of Nebraska. The Committee is comprised of five voting members and three non-voting members. The voting members review and act upon transportation related programs and studies recommended by the city, county and state and reviewed by the MPO Technical Committee in the implementation of the transportation plan. Reviews the recommendations of the Officials Committee are for compliance with the established planning process and the policies of the general purpose governments and agencies which they represent. The non-voting members represent the federal transportation agencies for the region and provide policy guidance to the Committee.

Technical Advisory Committee

The Lincoln MPO established a Technical Advisory Committee to investigate specific transportation related topics in greater detail than what is typically accomplished at Officials Committee meetings. The Committee is made up of representatives of various professional transportation and related planning disciplines which serve in review capacity to consider the effects of transportation plans and programs on social, economic, and environmental factors in conformance to appropriate federal regulations.

The Technical Advisory Committee generally will serve as the administrative and technical staff to carry out and implement the transportation plan and to propose, develop or review transportation related programs, studies and proposals for the Lincoln Metropolitan Area. The Committee conducts the work necessary to implement the recommended transportation plan and makes recommendations on proposed amendments to the transportation plan. Short-term planning documents developed and reviewed by the Technical Advisory Committee include the Unified Planning Work Program, Transportation Improvement Program, Annual Transportation Reports among other implementation documents. The Technical Committee makes recommendations to the Officials Committee on programs, studies and proposals.

Lincoln City-Lancaster County Planning Commission

The Lincoln City-Lancaster Planning Commission is comprised of nine members who are appointed by the Mayor, and confirmed by the City Council and the County Board. Members of the Planning Commission represent the community at large and in its capacity as the MPO Citizens' Advisory Committee. The Planning Commission holds two public meetings each month on a regular basis; however, special meetings may be called at the discretion. The Commission considers proposed transportation plans and related programs in relation to community goals, reviews the recommendations of other review groups, and modifies or recommends future land use and transportation plans and related programs for both the City Council and County Board before forwarding these to the MPO Officials Committee.

Citizens Task Forces and Advisory Committees

To assist in the decision-making process, the MPO Committee members rely upon other committees and task forces as well as active participation from interested citizens. Input is sought from concerned business representatives, special action groups and other voices in the community. Plans and projects are subject to extensive public participation during the key decision phases in plan development. Community activities include open houses, public

informational meetings or partnering sessions.

MPO Staff

The City of Lincoln provides primary support staff for the Lincoln MPO and the Officials Committee and Technical Committee in carrying out the transportation planning process. Among other things, these activities include providing technical expertise in the development of transportation plans and programs, promoting public involvement in the decision making process and supporting local communities in their general planning efforts. Program management for the Lincoln MPO is located in the Lincoln Public Works & Utilities Department: Engineering Services. Other key planning staff in city departments and other agencies which have significant rolls in providing their expertise in providing support and guidance in the planning process. These include the Lincoln Public Works & Utilities Department, StarTran, the Lincoln-Lancaster Planning Department, the Lincoln-Lancaster Health Department, the Lincoln Parks & Recreational Department and the Lancaster County Engineering. The State of Nebraska provides support for the Lincoln MPO through its Planning & Project Development Division and its participation in the Technical and Officials Committees. FHWA and FTA for the region provide policy guidance as needed in the administration of the MPO.

J. Planning Issues and Emphasis

Significant transportation issues face the Lincoln-Lancaster Planning area. Among the key issues being addressed during the planning period include:

✓ **Transportation Plan Update**

The Lincoln MPO – in cooperation with the City of Lincoln, Lancaster County, Nebraska Department of Roads, Federal Government agencies, and other local and regional public and private entities – has begun an updated Transportation Plan for the Lincoln planning area. This update process began in May of 2005 with a briefing of the Lincoln-Lancaster County Planning Commission. The study process is anticipated to take about a year and a half to complete with adoption of a newly updated Transportation Plan projected for the end of calendar year 2006. The process will also involve updating the City of Lincoln's and Lancaster County's Comprehensive Plans, including the long range land use and utility plans of jurisdiction.

✓ **Joint Public Agency**

The City of Lincoln and Lancaster County are looking at forming a Joint Public Agency (JPA) that would have the authority to raise taxes and use the money to secure right-of-way and build roads. Funds will be made available to fund the RUTS - Rural to Urban Transition Streets - program that will allow the County Engineer to secure the right-of-way within three mile of the city limits. This is a cooperative process between Lancaster County and the City of Lincoln for efficient conversion of roadways from a "rural" profile into an "urban" profile that will accommodate urban area needs as the City assumes jurisdictional responsibility of a rural area. Funding will also be used for the right-of-way and construction of the East Beltway.

✓ **Congestion Management and System Operational Issues**

An effective Congestion Management System can greatly improve the operational efficiency of Lincoln Metropolitan Area's transportation infrastructure. It provides guidance for effectively allocating human, capital, and financial resources in order to reduce roadway travel-time delays, improve air quality, and conserve energy. These improvements are important to the region's environment, economy, and quality of life and directly benefit automobile and transit vehicle users as well as truck and freight operators. The continued development and coordination of the CMS continues to be an important element of the Lincoln MPO planning process. It is used as a guide to develop project recommendations for the TIP and policies for the congestion management element of the Transportation Plan.

✓ **Regional ITS Architecture**

The overall objective of developing a single joint ITS Architecture is to ensure that ITS investment in Southeast Nebraska area has established common communication protocols; to avoid duplication of non-collaborative investments in infrastructure, hardware and software; to provide the ability to share data sources between agencies; and to bring the region into compliance with the nationally established ITS standards and architecture. Development and application of ITS across the region is expected to continue to increase highway safety, mobility, security, economic health and community development, while preserving the environment.

The *ITS Regional Architecture Plan* was accepted this year which outlines the Stakeholder Involvement and an Outreach Plan. The final report is to be submitted the FHWA, for concurrence and upon acceptance, the ITS Regional Architecture Plan will become part of the MPO Transportation Planning process and be included in the long range Transportation Plan.

✓ **Mobil Source Air Quality Planning Activities**

Lincoln has been designated by U.S. EPA as being in attainment for all the National Ambient Air Quality Standards (NAAQS) since 1989. A continued ambient air quality monitoring program is viewed as prudent in maintaining the goals of having a quality environment and meeting the current State Implementation Plan (SIP) requirements. In addition to monitoring activities, the Lincoln-Lancaster County Health Department (LLCHD) will continue to conduct computer modeling exercises to quantify transportation related air emissions.

Transportation users are also encouraged to support air quality activities by utilizing those modes of travel which reduce or do not contribute to current emission levels. This will continue to require work in developing, promoting, and managing trip-reduction methods and a focus on developing air quality awareness, energy conservation, and alternative transportation programs that educate the public about air quality concerns. A Congestion Management Plan will focus strategies which reduce travel demand and single-occupancy vehicle trips as important along with the planning and construction of bicycle, pedestrian and mass transit facilities to encourage modes and eliminate vehicle trips in single occupancy vehicles.

✓ **Multimodal Transportation Planning Activities**

An important element in the Transportation Plan is the emphasis on a balance in transportation modes that include walking, bicycling, public transit, paratransit and vehicles. This balance is to provide for a choice in travel modes that will enable the community to maintain a high level of mobility and accessibility while preserving community character. A plan identifying alternative approaches to providing personal transportation services and potential near-, mid-, and long-range multimodal concepts and projects to implement was completed in Fiscal Year 2005. The focus for FY 2006 is to continue implementation of near-term multimodal projects along with continued development of mid- and long-term multimodal concepts as identified in the Multimodal Transportation Study. As part of the ongoing update of the long range Transportation Plan and Comprehensive Plan, multimodal concepts and strategies will be further developed and discussed.

✓ **Emergency Preparedness**

Disasters, both natural and man made, are unpredictable as to time, location, nature and severity and every municipality is susceptible to disaster. As a direct result of the terrorist attacks of September 11th, staff efforts are directing resources to addressing evacuation routes and other transportation-related aspects of emergency operations management. The City is placing a high priority on emergency planning so that it can offer leadership, help and information. In preparation for a major emergency or a disaster, this Emergency Plan is to provide guidelines to City staff responding to incidents. The plan under development is intended to be working documents that form an integral part of the ongoing planning, training, exercising and testing process in the City's comprehensive emergency planning development.

✓ **Goods and Freight Movement Planning**

Goods and Freight movement planning activities will focus on gathering information, analyzing commodity movement and developing an infrastructure investment strategy. Planning strategies include coordinating with the Nebraska Department of Roads in examining freight issues and the programming of projects, beginning the process of establishing a freight advisory task force, and instituting a freight improvement program. Other areas of system planning work includes the development of commodity flow data and freight analytical / modeling tools.

✓ **Railroad Planning and Engineering Review**

A comprehensive "Railroad Planning and Engineering Review" is needed to provide staff and decision makers with a complete view of the railroad system within Lincoln and Lancaster County to provide the planning tools to address existing and growing issues the community is facing. This study is to investigate the mainline routes and short line routes for the freight and passenger railways serving and crossing Lincoln and Lancaster County. This study will provide an analysis and action plan to enhance services and provide for improved pedestrian and vehicle safety. Recommendations will provide a program to improve the rail/highway and rail/pedestrian grade crossings and the security of railroad rights-of-way.

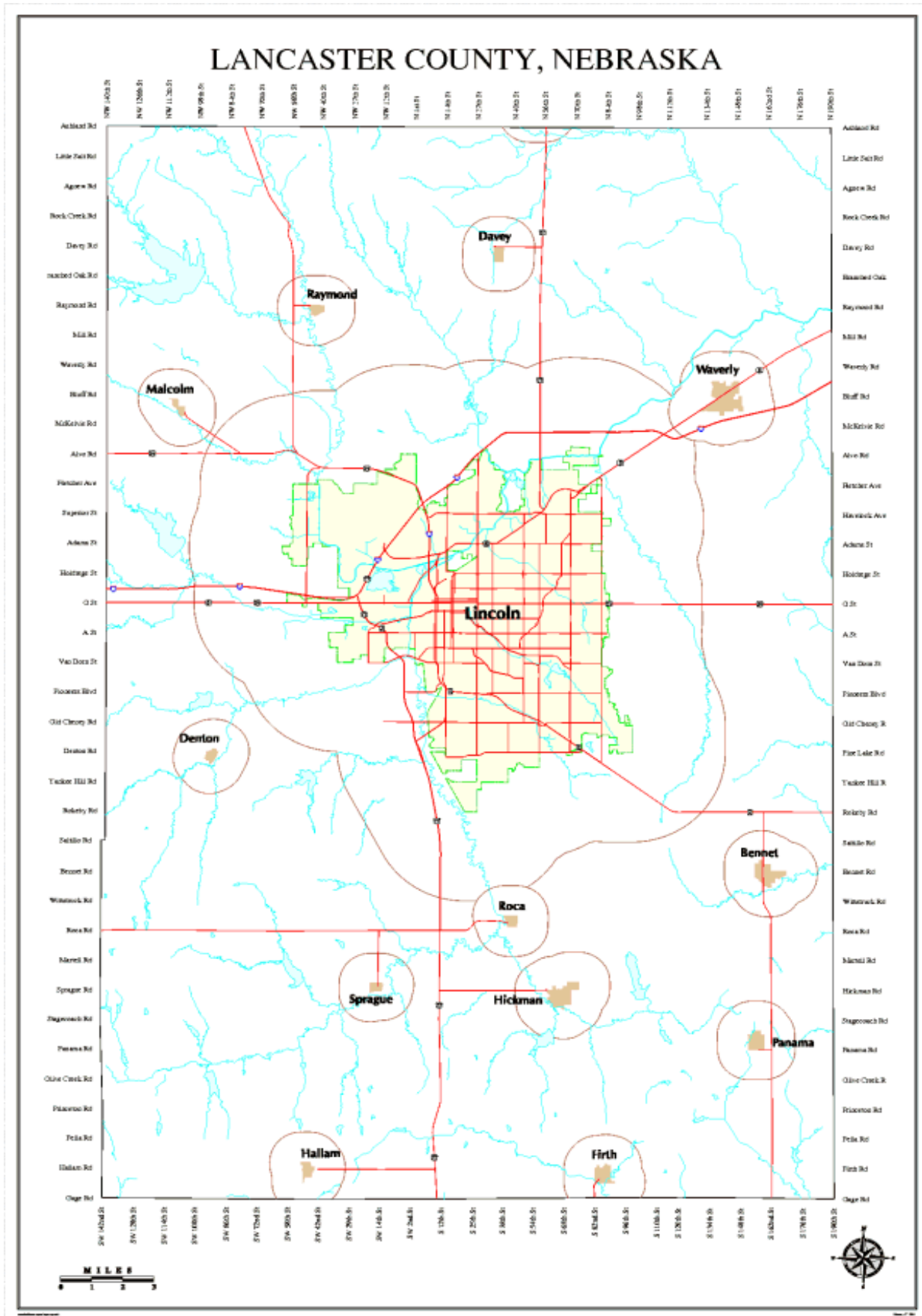
✓ **Highway 2 Corridor Study**

This is a Planning and Engineering review of the Highway 2 Corridor from 9th/10th & Van Dorn Streets to the 66th Street to include detailed evaluations of the transportation system addressing safety, operational and capacity issues and assess the intersections for operational and design deficiencies. Rail, pedestrian and bicycle issues and facility connections within the corridor will be addressed as part of the study. An ongoing, phased study for system improvements within this corridor evaluating system upgrades identified in the Transportation Plan .

✓ **Travel Model Update**

The updating of the Travel Model is a multi-year project to improve the current travel modeling tools and to develop new travel demand modeling procedures that reliably projects vehicle travel while reflecting alternate modes of travel, alternate policy actions and operational conditions. Base system data is to be collected, evaluated, compiled and evaluated for input into the travel modeling system. The goal is to provide an integrated land use/transportation model with a multi-modal modeling framework for future land uses and travel conditions. This will provide projections which support transportation planning efforts and is more sensitive to project-related transportation and traffic engineering analyses.

The development of this model will need to be done in stages which may require several planning periods. Initially, the highway element of the model will be converted into the new TransCAD model format. This is expected to be completed with relative ease utilizing existing the modeling data and demographic variables from the current model to feed the trip generation, trip distribution and network elements. Once the highway component is working, the mode split and transit component will be developed. The specific GIS and data analysis tools will be developed as needed.



ADMINISTRATION

PUBLIC PARTICIPATION PROGRAM

Objective:

The Public Participation Program of Lincoln and Lancaster County is a proactive process seeks to ensure appropriate citizen representation and participation in the comprehensive and transportation planning processes in Lincoln and Lancaster County. This process is to provide comprehensive information, timely public notice, full public access to key decisions, and the early and continuous involvement of the public in the development of transportation plans and programs.

Previous Work:

To ensure ongoing citizen participation on transportation issues, the Lincoln Metropolitan Planning Organization (MPO) has adopted a "Public Participation Plan." This Plan provides a proactive process to provide complete information, timely public notice, full public access to key decisions and the early and continuous involvement of the public in the development of transportation plans and programs. As part of this activity, citizens are appointed to serve on advisory committees that make recommendations to elected and appointed officials, as well as City and County staff. Citizen committees are created based on a specific planning activities or for specific project review functions.

As part of the major review of the Transportation Plan and City of Lincoln and Lancaster County Comprehensive Plan, various elements of the Public Participation Plan were used to ensure broad community involvement. This included such activities as the creation of several citizen committees to oversee the preparation of the new Comprehensive Plan and Transportation Plan, including the overall street network, alternative travel modes, special transportation needs, economic growth and development, and goods movement, community-wide and neighborhood-level workshops, translation of materials into various non-English language groups and the use of translators in public meetings, public comment flyers with pre-paid postage, publishing of transportation planning materials on the City's Internet site, and a community-wide telephone surveys.

Methodology:

Staff will continue to seek broad public participation in all aspects of the planning process according to the "Public Participation Plan". Activities will include continuing to provide support to the Lincoln-Lancaster County Planning Commission Planning Commission, Lincoln City Council, and Lancaster County Board of Commissioners, Pedestrian and Bicycle Advisory Committee (PBAC), and other ad hoc committees, and making presentations to a variety of groups on comprehensive or transportation planning issues or on specific subarea or project plans.

The City and County are also utilizing advancing communication technologies to further the public involvement process. For example, the City-County "InterLinc" Internet site includes email functionality allowing citizens to electronically submit comments and questions to elected officials and staff regarding transportation issues. The use of special phone numbers and voice mail capability has also been employed on specific projects. The Lincoln MPO will utilize the Lincoln-Lancaster County Planning Commission during the update of the Transportation Plan as the citizen focus group and will take the lead in the public participation element.

Products:

In FY 2006, work tasks involve considerable investment of staff resources in the formulation planning tools and establishing planning processes. Products will include Presentations to committees and other groups, and participation in public hearings.

Funding Source:

Combined Local and PL Funding.

Functional Agency Responsibility:

Local, and in cooperation with other public agencies.

ENVIRONMENTAL JUSTICE STRATEGIES

Implementing Title VI Requirements

Objective:

Enhance the Lincoln MPO Public Participation Process to reach out to lower income and minority individuals, organizations, and neighborhoods throughout the City of Lincoln and Lancaster County planning area. This is to ensure that Title VI of the Civil Rights Act of 1964 is implemented and that all residents in the City of Lincoln and Lancaster County are represented fairly and not discriminated against in the transportation planning process.

Description:

Environmental Justice is the fair treatment of people of all races, cultures and income with respect to the development, implementation and enforcement of environmental laws, regulations, programs, and policies. Fair treatment means that no racial, ethnic or socio-economic group should bear a disproportionate share of the negative environmental consequences resulting from the operation of industrial, municipal, and commercial initiatives and in the execution of federal, state and local, and tribal programs and policies.

Title VI of the Civil Rights Act of 1964 and the recent Presidential Executive Order 12898 on Environmental Justice state that no person or group shall be excluded from participation in or denied the benefits of any program or activity utilizing federal funds. Each federal agency is required to identify any disproportionately high and adverse health or environmental effects of its programs on minority populations or low-income populations. This activity will implement these federal requirements in the Lincoln MPO planning region by assessing the metropolitan transportation planning and capital investment processes to identify the regional benefits and burdens for different socio-economic groups. The Lincoln MPO will revise its Public Participation Policy, as needed, to ensure full representation and public involvement of low-income and minority populations in the transportation planning and decision-making process.

As part of the on-going transportation planning process, numerous actions were and are being taken to ensure compliance with Environmental Justice standards. These have included such activities as: (1) special community workshops targeted specifically to groups encompassed by these regulations; (2) the use of language translators at these and other community workshop events; (3) the creation and distribution of translated materials announcing events and selected planning documents; (4) availability of call-in comment phone lines utilizing various non-English language introductions; (5) representatives of these constituent groups on committees and task forces; and (6) a specialize community-wide survey targeted to these groups (described in further detail below).

Information was used throughout the planning process is used in the preparation of the Transportation Plan. A "Technical Documentation Report" is also developed as part of the analysis element of the Transportation Plan updating process. This Report included a review of the community survey results and a graphical analysis of the relationships between existing and proposed transportation facilities and services and the pertinent constituent groups.

Methodology:

- Work with citizen planning advisory committees, the MPO Technical Committee, the Officials Committee, and other groups to define the order of magnitude and the issues of environmental justice as related to transportation planning.
- Develop a demographic profile of the region utilizing GIS analysis to identify the locations of different socio-economic groups, including lower income and minority populations.
- Examine regional and local data on car ownership, transit service, highway and street networks and journey-to-work patterns.
- Identify the current and proposed goals, policies and strategies of the Transportation Planning process that seek to achieve social equity and environmental justice.
- Assess the benefits and distributions of impacts of the different transportation system investments for the different socio-economic groups relative to the defined mobility needs.
- Document the public involvement processes used by Lincoln MPO to seek and collect public input for the transportation decision-making process. Describe and document how issues and concerns raised by the public have been considered in the planning process.
- Revise the Lincoln MPO Public Participation Plan, as needed, and establish a strategy to provide for ongoing assessment of the benefits and burdens of transportation system improvements for the continuing efforts to make use of public involvement activities to encourage the meaningful participation of all segments of the region's population.
- Establish a mechanism to ensure the ongoing assessment of the TIP and the *Transportation Plan* for consistency with the goals of social equity and environmental justice.

Products:

1. A demographic profile of the region's population
2. An assessment of the region's transportation investments relative to the needs of its low-income and minority population.
3. A plan and implementation strategy to provide improved public input opportunities to the transportation planning process.
4. A mechanism for the ongoing review of the TIP and the Transportation Plan.

Funding Source:

Combination of Local and Federal PL Funds

Functional Agency Responsibility:

Local, 100%

TRANSPORTATION IMPROVEMENT PROGRAM (AND CIP COORDINATION)

Objective:

To ensure that capital projects for public services are matched with available revenues and that such services are provided in an economical and effective manner and in coordination with the pattern of development planned in the Comprehensive Plan. Also, to coordinate local capital improvement programs with the Lincoln Metropolitan Planning Organization (MPO) Transportation Improvement Program at the local (TIP) and State (STIP) levels.

Previous Work:

In accordance with the City Charter, the formulation of the City's Capital Improvement Program (CIP) is coordinated through the City-County Planning Department. Concurrently, MPO staff in the Lincoln Public Works Department develops the Transportation Improvement Program (TIP). This is coordinated to ensure that the projects contained in the CIP and TIP are reviewed and evaluated in relation to the Comprehensive Plan and the City's financial capabilities.

The transportation element of the draft CIP along with the programs of other transportation agencies are integrated into the MPO's TIP. The draft TIP is reviewed and commented on by the MPO Technical Committee prior to being sent on to the City-County Planning Commission. The Planning Commission subsequently reviews the entire draft CIP and TIP documents to determine Comprehensive Plan conformity and to hold a public hearing on the draft documents. Following the hearing, the Commission findings regarding the draft CIP document is forwarded to the Lincoln City Council. The Council subsequently holds their own public hearing on the draft City CIP and the TIP is transmitted to the MPO Officials Committee for review and action to ensure the coordination of area-wide transportation projects.

The County's Road and Bridge Construction Program is also reviewed and evaluated for conformance with the Transportation Element of the Comprehensive Plan by the City-County Planning Commission. The County Program is then sent to the Lancaster County Board of Commissioners for review and action. The Lancaster County Six-Year CIP is prepared by the County Engineer in conjunction with the County Budget Office.

After the Mayor gives final MPO approval, the TIP is transmitted to the NDOR for review and the Governor's approval. When approved, the TIP is included into the State-TIP (STIP) by reference prior to State-wide public hearings.

Methodology:

MPO staff continues to work with City, County and State departments to improve the programming of capital projects in the Lincoln-Lancaster County area. One avenue is the integration of the local Capital Improvements Program process with the Transportation Improvement Program process. This task has involved unifying the CIP and TIP documents into a single format, as well as the consolidation of the processes used in the development and review of the two documents.

Staff evaluates each proposed city and county capital improvement project for its conformity with the adopted Comprehensive Plan and Transportation Plan. The coordination of City projects is conducted under the direction of the Mayor's Capital Improvements Advisory Committee.

The draft TIP document is reviewed and acted upon by the MPO Technical Committee prior to being submitted to the Planning Commission. Following the Commission's review, the draft CIP and TIP documents, the CIP is forwarded to the City Council for public hearing and action and the TIP to the MPO Officials Committee for their consideration and endorsement.

During the fiscal year, if any transportation-related amendments to the City or County Improvement Programs are approved, those projects will need to be amended into the CIP and TIP following review and action by the Technical and Officials Committees and the MPO following the same general process used in the initial adoption of the document.

The CIP and TIP review process is scheduled to coincide with the Annual Review of the Comprehensive Plan and transportation Plan. This process allows for direct public review and discussion of the relationship between the Comprehensive Plan which includes the Transportation Plan and programmed transportation improvements.

Products:

Creation of graphic files and related data bases containing pertinent capital facilities improvement information; publish all necessary editions of the Six-Year Capital Improvement Program and related TIP items for the City of Lincoln and other entities; participate in the development of the County Capital Improvement Program; review the City and County Capital Improvement Programs and the County Road and Bridge Construction Program for conformance with the Comprehensive Plan; and other activities related to the unification, production and distribution of the CIP and TIP documents and related information.

Funding Source:

Combined Local and PL Funding

Functional Agency Responsibility:

Local, 100%

DATA DEVELOPMENT

GEOGRAPHIC INFORMATION SYSTEM (GIS)

Objective:

The objective of this element is creation of an enterprise wide digital geographic information system (GIS) supporting the MPO transportation planning process, as well as the transportation related aspects of comprehensive planning and short range land use management.

Previous Work:

The City-County Planning Department, County Assessor, County Engineer, and City Public Works and Utilities Department entered into a joint agreement to create an automated base map system for the whole of Lancaster County (including the City of Lincoln). The base maps included under this agreement display legal lots and cadastral (i.e. ownership) parcels. The map system encompasses an area of nearly 840 square miles. The maps are intended to serve as the logical base for development of a geographic information system (GIS) for the entire County.

Transportation graphics file that have been created as part of the GIS center line street map for the entire City and County. The file was constructed principally from the digital land base with center street lines extracted from each section base and placed on a single cover. Using existing DIME and TIGER files, and other sources, address ranges were also integrated into the file for geo-referencing through built-in address matching capabilities.

Methodology:

The further development, refinement, and maintenance of these graphic files and associated data bases will continue into the future. Further data base development is anticipated to include files containing information on land use and zoning, housing, transportation facilities and system performance, environment, utilities, capital improvement program activities, and others.

The GIS-transportation information integration will include facilities-based data sets and information such as street functional class, pavement conditions, signage, striping, and other operational features to be incorporated into the overall GIS operation. Other transportation modes -- such as public transit and trails -- are or will become part of the total GIS-transportation data base.

Products:

This element will result in a comprehensive, automated geographic information system with significant data analysis capabilities supporting a wide range of planning activities. Numerous data bases will be integrated together in ways previously not available to the local planning process.

Funding Source: Federal 60%, Local 40%

Functional Agency Responsibility: Planning Department, 100%

GEOCODING PROGRAM

Objective:

Establish a digital base file that can support the geo-referencing of address data. This address matching capability is fundamental to the successful integration of many data bases into the overall GIS operation.

Previous Work:

In cooperation with the Lincoln Public Schools (LPS), the City-County Planning Department has completed the development of an address matching base file covering the City and County. Using a automated conflation process, block face address ranges from DIME and TIGER files were merged with a single line street file created off of the GIS land base digital map base. This address data was supplemented with other administrative address information available from the Building and Safety and Public Works Departments. This file currently resides on the GIS server so that it is available for use by all departments on the network.

Methodology:

Future activities will focus on the on-going maintenance of the street center line file as it currently exists. This will include the addition of newly created streets and public ways, as well as the maintenance of the addressing attributes. All pertinent transportation-related geographic -- such as census tract and traffic zone numbers -- are on present file and will be kept current by local staff.

Product:

The present product resulting from this task is a digital street centerline file containing address ranges by block face, along with applicable geographic codes (e.g., traffic zone, census tract.). Two further enhancements are also being contemplated at this time. One of these is the possible addition of "intersection geography" in the form of node numbering or street descriptions. As transportation system data is often collected using an intersection format, an automated referencing system for intersections would be a logical extension of the existing streets file. A second enhancement being researched is the creation of a second generation address base that ties directly into the cadastral land base. This would extend the functionality of the addressing to a more specific location than that currently represented by the block face.

In a related activity, the City and County are undertaking a major project to develop a county-wide inventory of street addresses through the use of field survey crews and GPS monitoring equipment. This effort will greatly assist the emergency services's addressing concerns by providing a comprehensive digital address base to locate specific dwellings in the rural areas.

Funding Source: Federal 60%, Local 40%

Functional Agency Responsible: Local, 100%

CENSUS BUREAU ACTIVITIES

Objective:

To provide local support to the United States Bureau of the Census in the use and analysis of the Year 2000 Census of Population and Housing for the Lincoln Metropolitan Statistical Area (MSA) and in fulfilling our role as a "local Census affiliate".

Previous Work:

The Lincoln-Lancaster County Planning Department has provided local support to the U.S. Census Bureau for over fourth years. In conjunction with this activity, the Department has been designated by the Census Bureau as the "Local Affiliate" for the Lancaster County area. As the Local Affiliate, the Department works closely with the Bureau both prior to and after the actual census count. This involves a range of assistance, including the dissemination of census information to the general public.

As part of the 2000 Census, the Planning Department provided significant local staff support to the Bureau of the Census, including:

- Local Update of Census Addresses (LUCA) Program - This program effort was designed to provide a quality review of the addressing base to be used by the U.S. Census Bureau in the Year 2000 Census. The Planning Department had earlier assisted in the 1998 LUCA Program effort for the City of Lincoln. This effort was repeated during calendar year 1999. Some additional follow up also took place in regards to the Bureau's new construction program.
- Complete Count Committee - A Lincoln City-Lancaster County "Complete Count Committee" was formally established through actions of the Mayor of Lincoln and the Lancaster County Board. This Committee assisted in the local promotion of the Year 2000 Census with special emphasis on those groups who are believed to have been historically undercounted (e.g., minorities, homeless, students). The Planning Department was the primary local staff programmed to assist this Committee. The tasks involved organizational and promotional meetings and events, production and distribution of Census materials, assistance as requested to the local Census 2000 office, and other activities found relevant to the decennial census effort.
- Mayor's Census Fellowship Program - Through the City of Lincoln Mayor's Office, ten "Census Fellows" were retain by the City to assist in the location promotion of the Year 2000 to minority communities. Activities of the Census Fellows was coordinated through the City-County Planning Department. The tasks assigned to the Fellows included working with local minority groups to help them understand the importance of completing and returning the Census form, and of the history and purpose of the U.S. Census process.

The Department also participated in the 2000 Census Transportation Planning Package (CTPP) program. The CTPP produces a special tabulation of transportation-related, custom data tables which includes commuting information for urban planning purposes. It provides demographic information about workers at their place of residence and their place of work. The CTPP, formerly referred to as

the Urban Transportation Planning Package (UTPP), has been produced since 1970 and is an effective tool for understanding regional commuting patterns.

The Planning Department prepared the background workplace and map files required by the Census Bureau in conjunction with this effort. The Department worked with major employers in an outreach program to encourage the proper identification of major work locations.

Methodology:

As data becomes available, the City-County Planning Department has and will disseminate and use the results of the Census 2000 Decennial Census of Population and Housing for the Lincoln MSA. This includes creation of various databases and mapping displays for use in the comprehensive and transportation planning process. This information has and will be integrated into the City-County GIS operation and distributed throughout the community through both traditional formats (i.e., hard copy reports) and advancing technologies (i.e., Internet.)

Products:

Maps, documentation, statistical comparisons, information posters and brochures, computer files intended to support Census functions, and Internet publishing.

Funding Source:

Federal 50%, Local 50%

NOTE: Activities of the "Place-of-work" Program are eligible for reimbursement through the Federal-aid Highway Planning Program.

Functional Agency Responsibility:

Planning Department, 100%

COMPREHENSIVE PLANNING

COMPREHENSIVE PLAN REVIEW, EVALUATION, AND AMENDMENT

Objective:

To assist the community in developing, coordinating, implementing, monitoring, and evaluating the *Lincoln City-Lancaster County Comprehensive Plan*.

Previous Work:

The draft of the current 2025 Long Range Transportation Plan was recommend to the Lincoln City Council and Lancaster County Board on April 3, 2002 by the Lincoln-Lancaster Planning Commission. The Lincoln City Council and Lancaster County Board held joint public hearings on May 8 and May 22, 2002. The final Plan was adopted by the City Council, May 28, 2002, and the County Board, May 29, 2002, and the Mayor signed the resolution on May 29, 2002. The Lincoln MPO Officials Committee reviewed and approved the Plan and the MPO endorsed this action on June 13, 2002. It was thereafter transmitted to the State Department of Roads, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for review and comment.

The transportation planning process included identification of the social, economic, and environmental impacts for alternative sketch transportation plans. These impacts include identification of residential area displacements and a summary of the social, economic, and environmental impacts for the proposed future road network that is documented in the *Technical Documentation Report for the Long Range Transportation Plan*, February 2002.

Transportation Plan Update

The MPO is to periodically update the long range Transportation Plan for its metropolitan area (23 U.S.C. 134 (g)). According to federal requirements, the scope or life of the long range Transportation Plan is that covers a 20-year minimum forecast period at the time of plan adoption. Current TEA-21 regulations require the MPO to update long range transportation plans every five years in order to accurately re-assess existing and projected travel conditions and needed improvements based on current population and socioeconomic data. According to TEA-21 requirements, the five year stipulation on the life of the current Transportation Plan will expire on June 13, 2007.

The Lincoln MPO – in cooperation with the City of Lincoln, Lancaster County, Nebraska Department of Roads, Federal Government agencies, and other local and regional public and private entities – has begun an updated Transportation Plan for the Lincoln planning area. This update process began in May of 2005 with a briefing of the Lincoln-Lancaster County Planning Commission. The study process is anticipated to take about a year and a half to complete with adoption of a newly updated Transportation Plan projected for the end of calendar year 2006. The process will also involve updating the City of Lincoln's and Lancaster County's Comprehensive Plans, including the long range land use and utility plans of jurisdiction.

In anticipation of this study effort, technical staff has been preparing the information base and

analysis tools that will be required to complete the formulation of the Transportation Plan. This includes collecting data on existing land uses and development throughout the cordon area and updating the MPO travel model used to project future traffic needs.

The Comprehensive Plan is routinely reexamined as part of the "Annual Review" process. The Plan is reviewed on a yearly basis to ensure that it is kept current. This includes a review by the MPO Technical and Officials Committees, Lincoln-Lancaster Planning Commission, Lincoln City Council, and Lancaster County Board. Public hearings before the Planning Commission, City Council and County Board are completed as part of this process.

Methodology:

The MPO is to prepare, and update periodically, the long range Transportation Plan for its metropolitan area (23 U.S.C. 134 (g)). According to requirements, the scope or life of the Long Range Transportation Plan is that covers a 20-year minimum forecast period at the time of plan adoption. Current TEA-21 regulations require the MPO to update long range transportation plans every five years in order to accurately re-assess existing and projected travel conditions and needed improvements based on current population and socioeconomic data. According to TEA-21 requirements, the five year stipulation on the life of the current Transportation Plan will expire on June 13, 2007.

It is the intent of the MPO continue developing its technical and data resources during this interim period and begin the process of establishing new planning tools, compiling necessary land use and network data, and updating the urban travel model into a multi-modal format with new TransCAD software. This work task involves an considerable investment of staff resources in the formulation planing tools and establishing planning processes.

Products:

In FY 2006, work tasks involve considerable investment of staff resources in the formulation planing tools and establishing planning processes. Products will include documents, studies, reports, and data files will be maintained or developed and, as needed, will be reviewed and acted upon by MPO Committees. Development, and validation of a new TransCAD multi-modal urban travel model and the creation of new GIS mapping base.

Funding Source:

Federal 25%, Local 75%

Functional Agency Responsibility:

Local, 100%

SUBAREA PLANNING AND IMPLEMENTATION

SUBAREA PLANNING

Objective:

Subarea plans are developed in order to implement the goals and planning concepts embodied in the adopted Comprehensive Plan and Transportation Plan. The studies prepared as part of these efforts aid in identifying future land use and transportation relationships and in applying the broader Comprehensive Plan guidelines to specific situations. These activities provide the City and County with the detailed analysis needed to link existing and projected land uses with the transportation plan. Studies provide the details required for traffic analysis used in evaluating both near-term and long-term roadway improvements.

This continued refinement and detailing of the Comprehensive Plan and Transportation Plan is intended to assist in the implementation of the plan. This is carried out through studies of subareas and corridors. Studies begin with the system-wide model, the projected land uses, and the Comprehensive Plan's underlying assumptions. A detailed procedure of travel-demand estimation is used to define and refine alternatives analysis within a study area. Travel-demand estimates focus in on specific areas of concern and are used to analyze traffic impacts and trade-offs among proposed solutions.

Previous Work:

Subarea planning involves geographic areas which have a common focus, such as neighborhoods, commercial areas and corridors, redevelopment areas, historic preservation areas, environmentally sensitive areas, and areas which call for some special urban design treatment or protection.

Methodology:

It is anticipated that various subarea planning studies and related activities will be developed. As those plans and activities are undertaken, they are to be completed according to the following criteria:

1. Consistency with the Comprehensive Plan.
2. Openness of the planning process and general notification to all residents (owners, businesses, tenants, etc.) within the neighborhood or subarea.
3. Participation of a representative number of residents (owners, businesses, tenants, etc.) in the planning process.
4. Definitive plan boundaries which should not overlap with other subarea plan boundaries.
5. Consistency with budget constraints, other City and County policies and ordinances.

Planning activities on several subarea and corridor studies are expected to begin or continue during FY 2006. These include the following activities:

- US 6 (Sun Valley Blvd.) Roadway Realignment Study (State)- beginning the EA Phase
- Southwest Lincoln Subarea Study (City) - to be included in the LRTP Update
- North 70th / North 84th Street Connection Study (City) - included in the LRTP Update
- North 44th Street at BNSFRR Closure (City/RTSD) - study to begin FY 2006 or 2007
- South 98th Street and Highway 2 Area Study (City) - study to be continued in FY 2006
- Highway 2 Corridor Study (City) - An ongoing, phased study of system improvements within this corridor evaluating system upgrades identified in the Transportation Plan .

In addition to the above, subarea plans and implementation programs are specifically designed that “multi-modal transportation” subject will also be addressed. Planning and programing documents would detail specific means for expanding multi-modal opportunities at the subarea level and define actions to bring about the plans.

Efforts are made to refine the Comprehensive Plan and transportation network for subareas analysis within the City and County. In these studies, differing levels of modeling (ie; model subarea focusing and windowing) are used for the best results. These modeling activities are completed in a manner consistent with the area-wide land uses and transportation network in the traffic model used by the MPO.

Products:

As subarea studies are conducted, documents, reports, maps, presentation materials, and data files will be developed. Completed subarea plans will be presented to the Planning Commission and City Council and County Board of Commission for formal approval as amendments to the Comprehensive Plan.

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Funding Source:

Combined PL and Local Funding

Functional Agency Responsibility:

Local, 100%

LINCOLN MUNICIPAL AIRPORT PLANNING

AIRPORT MASTER PLAN STUDY

Objective:

The Lincoln Airport Authority is to undertake an Airport Master Planning effort with the primary objective of producing a long term development program that will yield a safe, efficient, economical, and environmentally acceptable air transportation facility

This comprehensive study will provide an analysis of airport needs, a definition of the Airport's role within the regional airport system and evaluate alternatives with the purpose of providing direction for the future development of the facility.

Previous Work:

The previous *Lincoln Airport Master Plan* was initiated in July of 1997, sponsored by the Lincoln Airport Authority, funded with assistance of the Federal Aviation Administration (FAA) and completed in April of 2000.

Methodology:

To accomplish the objectives of the study, the Airport Master Planning effort analyzes and supplies the following information:

- **Inventory of Existing Conditions** – Assemble and organize relevant information and data for the Lincoln Airport, the City of Lincoln and Lancaster County.
- **Forecasts** – Develop detailed projections of future aviation activity by quantity and type.
- **Facility Requirements** – Estimate the current and future levels of airfield capacity and delay. Identify the facility requirements needed to meet projected demand for existing, short, intermediate and long term time frames.
- **Airport Alternatives** – Evaluate concepts of the various alternatives for airport development as determined by current and future facility requirements.
- **Airport Layout Plan** – Refine the recommended airport development concepts into the airport final plans for development.
- **Capital Improvement Plan** – Prepare a capital improvement program to assist in the implementation of the recommended development plan. Establish development priorities and schedule proposed development items and estimate development costs.
- **Economic Benefit Analysis** – Distribute and analyze surveys to airport user, tenants, and employers. Determine the airports's economic input to the community.

Products:

The Study provides an *Airport Master Plan* which will consist of the *Airport Master Plan* document and an updated *Airport Layout Plan* showing the planned development described in the planning document.

Funding Source:

Lincoln Airport Authority: \$12,500 (5%)

Federal Aviation Administration: \$237,500 (95%)

Functional Agency Responsible:

Local (100%)

Jon Large (06/17/05)

CONTINUING TRANSPORTATION PLANNING PROCESS

TRANSPORTATION PLANNING WORK PROGRAM

Objective:

The Transportation Plan for Lincoln and Lancaster County is to guide decisions that will support the overall objectives of the *Lincoln City-Lancaster County Comprehensive Plan* by allowing Lincoln and Lancaster County's transportation system to move people and goods around the community in a safe, efficient and convenient way. The current *Transportation Plan* identifies transportation needs to the year 2025 for the City of Lincoln and Lancaster County.

The overall objectives identified in the Transportation Plan include:

- ❖ *Developing a balanced transportation system that meets the mobility needs of the community and supports Lincoln and Lancaster County's land use projections and plan.*
- ❖ *Using the existing transportation system to its best advantage.*
- ❖ *Creating a sustainable transportation network that minimizes energy consumption and environmental pollution.*
- ❖ *Increasing the use of alternate means of transportation, including public transportation, bicycle transit, and pedestrian movement, by improving and expanding facilities and services and encouraging compact, "walkable" land use patterns and project designs.*
- ❖ *Continuing Lincoln's street and trails network into newly developing areas.*
- ❖ *Designing a street and road improvement program that is both physically attractive and sensitive to the environments of urban neighborhoods.*
- ❖ *Maximizing the safe and efficient movement of railroad traffic, while minimizing street conflicts and reducing the creation of barriers created by rail corridors.*
- ❖ *Enhancing aviation facilities while minimizing their effect on surrounding land uses.*

Previous Work and Continuing Work Methodology:

This section describes transportation planning activities which are expected to be completed prior to July 2005 and activities that are expected to be conducted during FY 2006. The general guidelines for these activities is included in the *MPO Prospectus for Continuing Transportation Planning in the Lincoln Metropolitan Area*. Following the text in this section is a table that shows the agency or agencies responsible for each activity and the estimated planning costs.

Annual Review Variables: Inventories and Evaluation:

Many of the activities in the Transportation Planning Process involve compiling data annually. Charts and tables included in the Lincoln-Lancaster County Comprehensive Plan Annual Review Report on Benchmark Indicators and the Annual Transportation Systems Management Report summarize much of the data that is collected; other data are maintained in various files, tables or monitoring summaries. Many of the following activities are routine departmental or agency functions; only the portion of these activities which relate directly to monitoring data needed to evaluate the transportation system are eligible to be claimed from FHWA/PL funding.

Population-related Factors (6110): Data on population and school enrollment are collected annually by the Planning Department and annual population estimates are developed for the City and County. Significant changes in population or school enrollment are periodically evaluated in comparison to the forecasts. These activities will be continued in FY 2006.

Economic Factors (6120): Annual monitoring of economic factors includes the compilation of data on employment by industrial sector and on estimates of labor force. Significant changes in these variables are evaluated in comparison to the forecasts. These activities will be continued in FY 2006.

Land Use Factors (6130): The relationship between transportation and land use is a strong one that affects the planning and management of each system. Critical to the link between the two is the careful monitoring of the changes that occur over time for each system and its impact on the other system.

This task involves the gathering, input and monitoring of the land use component of the equation. The work effort associated with land use factors is closely related to the continuing development of the City-County geographic information system (GIS). The GIS is providing the foundation for the ongoing collection and evaluation of a range of land use-related data bases. Development of the GIS is being done to allow for maximum data flexibility so that it can be used in a variety of planning, programming and management applications.

Transportation Facilities (6140): Data are collected routinely by the Public Works Department on a wide variety of subjects relating to the provision of transportation planning and engineering services. Annual monitoring of data as well as short-range monitoring and planning activities are conducted. Data collected is to provide information on the operation of the street and road network and is used in the evaluation and management the street system and transportation planning programs. This information is compiled on a continuing system-wide basis for system and site specific evaluations.

Annual crash statistics on pedestrians, bicycles, and vehicles are compiled and evaluated by the Public Works Department and summarized in an Annual Crash Report. Activities associated with crash monitoring include: compiling all traffic crash records; review, classification, and data entry for crash information; filing and retrieval of crash data for various traffic studies; preparation of the Annual Crash Report. Projects are selected, prioritized, implemented and evaluated for effectiveness. These activities will continue in FY 2006.

An ongoing traffic Optimization Program which includes volume/capacity and traffic flow analysis is conducted by the Public Works Department to evaluate major corridors and

intersections in Lincoln with regard to delay and level of service. This information serves as input to the planning of street projects and traffic engineering related modifications to improve capacity, safety, and traffic flow. Volume/capacity data are updated in combination with the traffic monitoring program. Monitoring of screenline auto occupancy is conducted during the non-construction season, to minimize the effects of roadway construction. Auto occupancy monitoring is conducted every two years and work will continue in FY 2006.

Information on parking facilities is updated frequently with parking studies completed as necessary. Data on parking demand and supply are developed as necessary in the analysis of land use proposals. Other data to monitor parking facilities is maintained and updated as needed. These activities will continue in FY 2006.

Transportation System Planning (6150): In FY 2006, state and city mechanical traffic counts and annual turning movement counts will continue to be taken to supplement the four permanent Nebraska Department of Roads (NDOR) counting locations. The additional traffic counts are taken along major traffic corridors as permitted by construction activities. Additional traffic counts may be taken as needed or as requested to monitor specific locations on the street network and to evaluate the impact of land developments.

The Lincoln Urban Area Boundaries were redefined based upon the Census Urbanized Area criteria as a consequence of the 2000 Census which was made available in the Spring of 2002. The Urban Area Boundary was adjusted to accommodate the Lincoln's projected 20-year land use growth plans. The Functional Classification system for Lincoln and Lancaster County is identified in the *Transportation Plan* and was updated to correspond with the updated Urban Area Boundaries and transportation network improvements. The updated Functional Classification map received public review and was submitted to the Nebraska Department of Roads for review. The updated Federal Functional Classification System was accepted by the Nebraska Department of Roads and the Federal Highway Administration in 2003. MPO will continue to work with the Nebraska Department of Roads and the Federal Highway Administration to revise the Federal Functional Classification maps to reflect local changes.

During FY 2006 staff will continue to work to identify additional system changes in the arterial network and to further develop the urban collection system. Any additional changes will be coordinated with Urban Area Boundary and as necessary with the Nebraska Department of Roads and FHWA Functional Classification System.

Traffic Control Features (6160): Traffic operations and system data management and evaluation for pedestrian, bicycle and traffic control features including pavement marking, traffic signals, traffic signs, intersection channelization, and parking regulations. Data inventories will be updated, expanded and evaluated as needed in FY 2006 as a part of departmental functions.

Travel Modeling Development and Maintenance (6170): The Travel Modeling Improvement Program for systems transportation planning is divided into three major work areas. 1) Work related to the updating and maintaining the Systems Transportation Model, 2) work related to subarea and focus area modeling analysis, and 3) the application of modeling activity for various project-related transportation and traffic engineering analyses.

Current Lincoln Area Travel Model. The current Lincoln Area Travel Model was updated during 1998-1999 and was reviewed and accepted by the MPO Technical Committee in March of 1999. This travel model was developed within the TP+ and VIPER graphic program with validation reflecting the 1998 vehicle travel data and travel patterns.

Travel Model Update. The Travel Model in process of being updated which is a multi-year project to update and improve the travel modeling tools. This involves developing new travel demand modeling procedures that reliably project vehicle travel while reflecting alternate modes of travel, alternate policy actions and operational conditions. Base system data to be collected, evaluated, compiled and evaluated for input into the travel modeling system. The goal is to provide an integrated land use/transportation model with a multi-modal modeling framework for future travel conditions. This will provide projections which support transportation planning efforts and is more sensitive to project-related transportation and traffic engineering analyses.

The objectives are to increase the sensitivity of existing travel projection procedures and their ability to respond to emerging issues including environmental concerns, growth management, transportation system management activities, changes in personal and household activity patterns, and maintain the ability to address traditional transportation issues. This process is intended to maintain a travel projection process that reflects current travel behavior and is able to respond to the increasing information needs placed on the travel projection process. This activity is to evaluate and take advantage of 2000 Census data and changes in modeling software needs.

TransCAD Travel Modeling System. A TransCAD travel modeling system was selected to replace the existing system and is under development. TransCAD is based upon a Geographic Information System (GIS) designed specifically for use by transportation professionals to store, display, manage, and analyze transportation data. This modeling package combines GIS and transportation modeling capabilities in a single integrated platform, providing capabilities that are not available within any other package and can be used for all modes of transportation, at any scale or level of detail. The TransCAD modeling package provides 1) a GIS engine with special extensions for transportation, 2) mapping, visualization, and analysis tools designed for transportation applications, and 3) application modules for routing, travel demand forecasting, public transit, logistics, site location, and territory management. TransCAD offers an open architecture making it relatively easy to add components to the model that the current Lincoln modeling system does not have. TransCAD has applications for all types of transportation data and for all modes of transportation, and can be expanded to provide transportation information and decision support systems.

The development of this model is being done in stages. Initially, the highway element of the model will be converted into the TransCAD format. This is expected to be completed with relative ease utilizing the existing modeling data and demographic variables from the current model to feed the trip generation, trip distribution and network elements. Once the highway component is working, the mode split and transit component will be developed. The specific GIS and data analysis tools will be developed as needed.

Project-related Transportation and Traffic Engineering Modeling Activity. This aspect of Travel Modeling Work Program is to provide traffic projections and transportation analysis for project-related transportation and traffic engineering analyses. Subarea planning,

project-related transportation studies and traffic engineering modeling efforts are a major link between transportation system planning and site planning activities that result in detailed planning analysis. These studies are to provide a detailed level of analysis linking the existing and projected land uses within network modeling efforts for subarea studies and provide on-going transportation planning studies. These studies are to be used to provide the necessary details required for both average daily traffic and design-hour traffic, evaluation for near- and long-term corridor roadway improvements, and possible noise and air quality analysis. Studies will also act as the necessary traffic inputs for Environmental Impact Studies (EIS). The windowed or focus area studies are a critical link to the transportation system planning efforts and the Metropolitan Transportation Plan

During the FY 2006, the development and validation of the new TransCAD travel modeling system will continue. Transportation system modeling and analysis activities will take place for the *Major Review of the Transportation Plan*. The Travel Modeling Work Program for systems transportation planning will include the costs associated with staff time, project expenses, consultant fees, and computer software maintenance fees.

Regulatory Controls and Programs (6180): The Planning Department maintains records on all activities relating to land development including data on changes of zone, special permits, use permits, plats, and other activities relating to the development of land according to city ordinances. During FY 2006, the reevaluation and updating of various sections the zoning regulations and design standards may be required. Reports will be developed on suggested amendments to the zoning regulations and design standards, including those related to transportation infrastructure.

Social and Community Value Factors (6190): During 2002, Lincoln and Lancaster completed a major review of the *City of Lincoln and Lancaster County Comprehensive Plan* and *Transportation Plan*. This process included a number of Public Participation Plan activities and two Public Opinion Surveys which were used to ensure broad community involvement.

Basic community wide values and attitudes on planning and development issues were drawn from a public opinion survey of *Public Attitudes and Opinions Regarding Various Planning and Development Issues in Lincoln and Lancaster County*. A second survey focusing on travel and mobility issues within the planning area was also completed to identify the communities key transportation concerns, *Public Attitudes and Opinions Regarding Transportation and Mobility Issues in Lincoln and Lancaster City*. This information was reviewed by the Comprehensive Planning Committee and the Mobility and Transportation Task Force to provide direction within the Metropolitan Transportation Planning process.

During the FY 2006, additional community surveys may be undertaken and the evaluation of existing survey material may be performed as needed.

Census Planning Activities (6200): This is to provide local support to the United States Bureau of the Census in the geographic coding of the Census information. The involvement of local agencies both before and after the actual census is intended to improve the quality of Census information that is made available for local transportation planning purposes.

The 2000 Census Transportation Planning Package (CTPP) is a tabulation of transportation-related data tables which includes commuting information for urban planning

purposes. This provides demographic information about workers at their place of residence and place of work. This information is to be used within the transportation planning process and by all sectors of the community as a tool for understanding regional commuting patterns. The MPO staff will work with the Public Works and Planning Department to code this data, prepare maps, perform statistical analysis, develop informational reports, and document this information as it become available and as needed for planning studies.

Financial Resources (6210): The FY 2005-2010 Transportation Improvement Program (TIP) was completed and approved in the Summer of 2002 and incorporated into the State-TIP by reference. The MPO programming activity is continuing to coordinate the MPO TIP process with the Lincoln Capital Improvement Program (CIP) process to reduce duplication of efforts.

The FY 2006-2011 TIP is under development and will be reviewed for conformance with the current *Lincoln-Lancaster Transportation Plan*. The TIP will have public review and be adopted by the Metropolitan Planning Organization. This is expected to be incorporated into the State-TIP by reference in the fall of 2005.

Transportation-related Routine Reports

Several transportation planning reports are prepared that document planning activities that have been completed, present monitoring data relating to the transportation planning process, outline expected planning activities, and describe the procedures for conducting the transportation planning process. Activities for FY 2005 and FY 2006, relating to these documents are described below.

Annual Transportation Report (6310): An Annual Transportation Report is to be prepared by the MPO Technical Committee as part of the *Transportation Planning* process. This is to provide the decision makers and the general public with graphic and written information analyzing the performance of the transportation system and identifying priorities for future engineering projects and transportation planning studies. This is a systems analysis based upon the *Transportation Plan* and *Comprehensive Plan* issues and includes the reporting of system monitoring data and information collected specifically for system wide network evaluation. This evaluation is to include evaluation of street system standards, network monitoring activities, level of service evaluation, system planning activities.

Unified Planning Work Program (6330): The FY 2005 Unified Planning Work Program (UPWP) identifies work programs and budgets for the urban transportation planning program (FHWA/State PL funds) and the transit planning program (FTA Section 5303 and 5307 funds). This program also serves to alert other planning organizations of planning activities that may be of interest to them. This program was completed and acted upon by the end of June, 2004. During the spring/summer of 2005, the FY 2006 UPWP will be prepared with review and final action completed by the end of July.

MPO Prospectus (6340): The Lincoln Metropolitan Planning Organization (MPO) was designated as a Transportation Management Area (TMA) on July 8, 2002 which has identified additional requirements for the MPO. The TMA designation in combination with the new *Safe and Flexible Transportation Equity Act of 2003*, or "SAFETEA," legislation has led to the need

to review and update as necessary the Lincoln MPO's Prospectus (*Operations Plan For Continuing Transportation Planning in the Lincoln Metropolitan Area*). Updating the MPO Prospectus will continue during FY 2006.

The Prospectus serves three important functions in the Lincoln MPO transportation planning process. First, it provides an overview of the Federally mandated "3C" (comprehensive, continuing, cooperative) transportation planning process as defined by the Federal rules for Metropolitan Transportation Planning and Programming. Second, it defines the roles and responsibilities of the Federal, State and local agencies involved in the MPO transportation planning process. Third, it documents the interagency agreements that have been entered into between the City of Lincoln, Lancaster County, the Nebraska Department of Roads (NDOR), and other planning agencies as they may relate to the Lincoln MPO planning functions.

The Prospectus is designed to serve as a common reference for all parties interested and involved in the regional transportation planning process in the Lincoln Metropolitan Area and spells out how that process will be implemented by the MPO. This document provides an overview of the transportation planning process and MPO organizational information that includes:

- a description of the MPO and the roles and responsibilities of the involved agencies;
- a detailed explanation of the required elements of transportation planning as required by the Federal rules for Metropolitan Transportation Planning and Programming;
- established public involvement procedures that are used in the planning and programming process;
- copies of the "Memoranda of Understanding" which define specific agency obligations in carrying out the planning process.

Transportation-related Committees

Committees serve as the primary groups involved in review of and discussion on the transportation planning process. Activities of these groups are described below.

Technical Advisory Committee (6410), Officials Committee (6420), Technical Committee Subcommittees (6430) and Citizen Advisory Committees (6440): Staff time and costs associated with preparing for and attending meetings of the Technical Advisory Committee, Officials Committee, Technical Subcommittee activities, Lincoln City Council, Lancaster County Board of Commissioners, the Lincoln-Lancaster Planning Commission, Pedestrian and Bicycle Advisory Committee, Neighborhood Round Table and other project specific Citizen Advisory Committees and Task Forces. Included is for staff time, and the production and mailing cost for materials to committees.

Transportation Special Projects

A number of transportation-related special projects are called for in the Comprehensive Plan and in the *MPO Prospectus Plan For Continuing Transportation Planning*. This section describes activities for FY 2005 and FY 2006 relating to such special transportation projects.

Interim Reports (6510): This includes costs for developing interim reports for on-going transportation system studies and special transportation projects and the cost of printing of reports and maps as needed in FY 2006

Major Transportation Plan Update (6520): The current 2025 Long Range Transportation Plan was approved by the City of Lincoln and Lancaster County and endorsed by the MPO on June 13, 2002. The transportation planning process included identification of the social, economic, and environmental impacts for alternative sketch transportation plans. These impacts include identification of residential area displacements and a summary of the social, economic, and environmental impacts for the proposed future road network that is documented in the *Technical Documentation Report for the Long Range Transportation Plan*, February 2002.

Federal and State approval of the Long Range Transportation Plan is necessary in order to receive Federal and State funding for transportation projects. The Plan was transmitted to the State Department of Roads for approval and to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for acceptance..

Transportation Plan Update. The MPO is to periodically update the long range Transportation Plan for its metropolitan area (23 U.S.C. 134 (g)). According to federal requirements, the scope or life of the long range Transportation Plan is that covers a 20-year minimum forecast period at the time of plan adoption. Current TEA-21 regulations require the MPO to update long range transportation plans every five years in order to accurately re-assess existing and projected travel conditions and needed improvements based on current population and socioeconomic data. According to TEA-21 requirements, the five year stipulation on the life of the current Transportation Plan will expire on June 13, 2007.

The Lincoln MPO – in cooperation with the City of Lincoln, Lancaster County, Nebraska Department of Roads, Federal Government agencies, and other local and regional public and private entities – has begun an updated Transportation Plan for the Lincoln planning area. This update process began in May of 2005 with a briefing of the Lincoln-Lancaster County Planning Commission. The study process is anticipated to take about a year and a half to complete with adoption of a newly updated Transportation Plan projected for the end of calendar year 2006. The process will also involve updating the City of Lincoln's and Lancaster County's Comprehensive Plans, including the long range land use and utility plans of jurisdiction.

In anticipation of this study effort, technical staff has been preparing the information base and analysis tools that will be required to complete the formulation of the Transportation Plan. This includes collecting data on existing land uses and development throughout the cordon area and updating the MPO travel model used to project future traffic needs.

In FY 2006, work tasks involve considerable investment of staff resources in the formulation planing tools and establishing planning processes. Products will include documents, studies, reports, and data files will be maintained or developed and, as needed, will be reviewed and acted upon by MPO Committees.

Annual Review and Plan Reevaluation (6530): An "Annual Review" of the *Lincoln City-Lancaster County Comprehensive Plan and Transportation Plan* was begun during the spring of 2005 and was continued into the summer of 2005. This activity includes an assessment on the assumptions in the Plan and the development of a "Benchmark Indicators Report" for the

Planning Commission. For FY 2006, limited activity is expected due to the updating of the long range Transportation Plan. This activity includes staff time and material costs relating to the review process.

Transportation Plan Amendments (6540): In FY 2005, Comprehensive Plan amendments involved analysis of the concepts in updating the *Lincoln City-Lancaster County Comprehensive Plan* and *Transportation Plan*, and the inclusion of specific projects as part of the existing plan. For FY 2006, this activity includes costs associated with amendments relating to the *Transportation Plan*.

Procedural Development (6550): The City continues to work on integrating transportation planning elements with the GIS operation. This effort includes working with the Lincoln Public Schools and other local entities to establish an ongoing block face address matching capability for traffic zones. This involves creation of an addressing digital file structure to allow for address matching. This effort also includes a street directory to list the acceptable street naming conventions and standards. Additional work includes expanding the types and scope of address referencing available. For FY 2006, this activity includes staff time relating this planning process.

Transportation Systems Management Program (6560): The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) mandated that all Metropolitan Planning Organizations (MPO) designated as Transportation Management Areas (TMA) are to develop and carry out a Congestion Management System (CMS) as part of the metropolitan planning process. As a TMA, the Lincoln MPO is required to develop a CMS in consultation with Lincoln Transit, the State of Nebraska as well as the FHWA and FTA. The Lincoln Transportation Plan identifies this requirement in the Transportation Systems Management Program that is to provide for this on-going evaluation of the transportation system performance and identify priorities for future planning studies and engineering projects.

System data are collected specifically for this program which is used to reduce traffic congestion, improve air quality and increase the people-moving and vehicle-moving capability of the transportation system. This evaluation includes a review of the street system standards, network monitoring activities, level of service evaluation, system planning activities.

Intelligent Transportation Systems (ITS). Activity includes the development and implementation of Intelligent Transportation Systems (ITS) that will address real-time information gathering, analysis and dissemination. ITS represents the integrated application of advanced information, electronic, communications and other technologies to address surface transportation problems and opportunities. The application of these advanced technologies provides the means to upgrade the mobility management process for system performance and information.

The Lincoln MPO continues to advance the development and application of ITS across the region, which is expected to continue to increase highway safety, mobility, security, economic health and community development, while preserving the environment. Technical advances continue to increase in the area of video detection cameras and pan/tilt/zoom cameras, traffic monitoring, pavement and weather stations, dynamic message signs, emergency vehicle and railroad preemption devices, fiber optic, and broadband radio communications.

Regional ITS Architecture Plan. The overall objective of developing a single joint ITS Architecture is to ensure that ITS investment in Southeast Nebraska area has established common communication protocols; to avoid duplication of non-collaborative investments in infrastructure, hardware and software; to provide the ability to share data sources between agencies; and to bring the region into compliance with the nationally established ITS standards and architecture.

The *ITS Regional Architecture Plan* was accepted this year which outlines the Stakeholder Involvement and an Outreach Plan. There are twelve (12) tasks used in the project's Technical Approach and Architecture Maintenance. The FHWA provided their review comments for the draft *ITS Architecture Report* on April 18, 2005. The City and their team of project consultants are in the process of addressing these comments. The final report is to be submitted the FHWA, for concurrence. Subsequently the ITS Regional Architecture report will become part of the MPO Transportation Planning process and be included in the Comprehensive Plan and Long Range Transportation Plan.

Costs associated with the preparation of programs, data collection and surveillance programs, and the implementation of management programs are included within this activity. This may include general planning activities, consultant support, computer programs and hardware costs and various engineering and planning programs.

Subarea and Corridor Planning Studies (6570): Subarea studies and plans involve developing guidelines and detailed plans for specific areas refining and detailing the transportation plan in relation to land use plans. Subarea planning involves geographic areas which have a common focus such as neighborhoods and commercial areas, or a common system analysis. Activities in this element relate to subarea studies which focus on analysis of transportation-related issues within the overall context of the Comprehensive Plan. Planning elements include system level analysis of vehicle, transit, bicycle, pedestrian, and freight transportation modes. This refinement and detailing of the Comprehensive Plan is intended to assist in the implementation of the plan. During FY 2006 subarea and corridor planning activities are expected to take place within the following areas:

- US 6 (Sun Valley Blvd.) Roadway Realignment Study (State)- beginning the EA Phase
- Southwest Lincoln Subarea Study (City) - to be included in the LRTP Update
- North 70th / North 84th Street Connection Study (City) - included in the LRTP Update
- North 44th Street at BNSFRR Closure (City/RTSD) - study to begin FY 2006 or 2007
- South 98th Street and Highway 2 Area Study (City) - study to be continued in FY 2006
- Highway 2 Corridor Study (City) - An ongoing, phased study of system improvements within this corridor evaluating system upgrades identified in the Transportation Plan .

As subarea studies are conducted, documents, reports, maps, presentation materials, and data files will be developed. Completed subarea plans will be presented to the Planning Commission and City Council and County Board of Commission for formal approval as amendments to the Comprehensive Plan.

Multi-Modal Transportation Planning (6580): The *Transportation Plan* is designed to emphasize a balance in multiple transportation modes that include walking, bicycling, public transit, paratransit and vehicles. This balance is to provide for a choice in travel modes and

enables the community to maintain a high level of mobility and accessibility while preserving community character. In FY 2005, a plan identifying alternative approaches to providing personal transportation services. This plan is a guide for potential near-, mid-, and long-range multimodal concepts and projects to implement.

With the completion of the Multimodal Plan came various multimodal accomplishments in FY 2005 including the establishment of a half-time multimodal planner position in the City-County Planning Department, placement of that position on the MPO Technical Committee as a voting member, establishment of a low-income transit rider program through StarTran, and the inception of a Smart Commute program that provides home ownership incentives for those who live near transit routes. The focus for FY 2006 is to continue implementation of near-term multimodal projects along with continued development of mid- and long-term multimodal concepts as identified in the Multimodal Transportation Study Plan. As part of the ongoing update of the long range Transportation Plan and Comprehensive Plan, multimodal concepts and strategies will be further developed and discussed.

Downtown Lincoln Master Plan (6590): The City of Lincoln – in cooperation with various other public and private entities – is in the process of developing a new Downtown Lincoln Master Plan. The last comprehensive Master Plan for the Downtown area was adopted in the mid-1970's. Since that time, significant changes have occurred in the Downtown and throughout the community. The Master Plan update process focuses on transportation and land use enhancements reaching forward over the next twenty or more years. This includes issues relating to traffic, on- and off-street parking, pedestrian movement, skywalks, transit, bicycle lanes, and shuttle services.

The Downtown Master Plan study effort began in the fall of calendar 2004 with a large-scale community workshop involving over 200 people. The process has since undertaken three additional community workshops with attendance ranging from 250 to 300 persons at each event. Overseeing the Plan's development is a 22-member citizen committee appointed by the Mayor of Lincoln. A three month community outreach program was also been completed during the first quarter of calendar year 2005. The final public review and formal adoption process for the Master Plan is anticipated for late summer into early fall of calendar year 2005.

Railroad-related Planning (6610): Railroad planning activities include general staff support for railroad planning with regard to railroad crossings and safety issues, railroad system improvements and consolidation, and railroad abandonments. Planning activities are to reflect coordination with the Railroad Transportation Safety District and direction given in the railroad system element of the *Transportation Plan*. Planning activities will continue as needed in FY 2006

Railroad Planning and Engineering Review. A comprehensive "Railroad Planning and Engineering Review" is needed to provide staff and decision makers with a complete view of the railroad system within Lincoln and Lancaster County to provide the planning tools to address existing and growing issues the community is facing. This study is to investigate the mainline routes and short line routes for the freight and passenger railways serving and crossing Lincoln and Lancaster County. This study will provide an analysis and action plan to enhance services and provide for improved pedestrian and vehicle safety. Recommendations will provide a program to improve the rail/highway and rail/pedestrian grade crossings and the security of railroad rights-of-way. Planning activities are expected to continue in FY 2005

Goods and Freight Movement Planning (6620): Goods and Freight movement planning activities in FY 2006 will focus on gathering information, analyzing commodity movement and developing an infrastructure investment strategy. Planning strategies include coordinating with the Nebraska Department of Roads and the Nebraska Motor Carriers Association in examining freight issues and the programming of projects, beginning the process of establishing a freight advisory task force, and instituting a freight transportation improvement program. Other areas of system planning work include the development of commodity flow data and freight analytical / modeling tools.

Pedestrian, Bicycle and Trails Planning (6630): The Pedestrian Plan, and Bicycle and Trails Plan was developed during the update of the Transportation Plan. This plan includes a range of planning activities that were addressed in the Multimodal Transportation study and the Lincoln Downtown Master Plan study. These activities will continue to be addressed during FY 2006 and within the update of the Transportation Plan. The key planning activities are listed below.

- Develop the Pedestrian Centers Plan and maintain and improve the School Crossing Protection Program.
- Develop Pedestrian, Bicycle and Trails Standards for all public and private projects.
- Develop a city-wide database of all pedestrian facilities.
- Evaluate and extend the bicycle and trails system into the developing areas, filling in system gaps and providing connections to schools, parks and activity areas.
- Develop and implement a Downtown Bicycles Facilities Plan.
- Coordination Pedestrian, Bicycle and Trails facilities.
- Work with the County Engineer to identify potential bicycle corridors and explore opportunities for widening the shoulders of county roads.

Continued pedestrian bicycle and trails planning activities are to reflect direction given in the *Transportation Plan*. Planning activities include staff support for the Pedestrian and Bicycle Advisory Committee and on-going pedestrian bicycle and trails planning activities. Pedestrian, bicycle and trails planning and implementation activities will continue as an ongoing process.

Policy Studies and Regulation Review (6640): The *Safe and Flexible Transportation Equity Act of 2003*, or “SAFETEA,” legislation is the third iteration of the transportation policy established by Congress in 1991 with the Intermodal Surface Transportation Efficiency Act (ISTEA) and renewed in 1998 through the Transportation Equity Act for the 21st Century (TEA-21). At the core of this legislation is the implementation of ISTEA's provisions for flexibility, local decision-making, long range planning, fiscally constrained budgeting, and environmental stewardship which is expected to be strengthened for an improved transportation system. Analysis of the current events and responding to proposed regulations are some of the tasks that will provide decision-makers with the information they need to achieve better outcomes through transportation investments.

For FY 2006, this activity includes costs associated with the study of general transportation policy issues that develop throughout the year. Activity is expected to include review of state and federal regulations, such as the new SAFETEA legislation and regulations as well as other activities not anticipated at the time of program development.

Transportation Facilities and Site Plan Review (6650): For FY 2006, this activity includes costs associated with the detailed analyses of major transportation facility design plans and the review of environmental assessment reports as needed. This item also includes work associated with reviewing project plans for new land use developments and associated impacts on the transportation network. These are not specifically listed in the work program but are submitted for review on an ongoing basis.

Transportation General Administration

Activities are conducted relating to general administration of the transportation planning process and relate to administration of the FHWA/PL grant. Activities for FY 2005 and for FY 2006 are described below.

Certification (6710): A self-review process was conducted in 2004 and a report was reviewed by the Technical and Officials Committees regarding *Certification that the Transportation Planning Process Complies with Applicable Federal Laws and Regulations*. The MPO endorsed the compliance evaluation report and certified that the Planning Process for the Lincoln, Nebraska urbanized area met the requirements of 23 CFR 450.334(a), as published in Federal Register October 28, 1993 and the proposed rules 23 CFR 1410.334(a), as published in Federal Register May 25, 2000.

MPO Certification Review. The Lincoln Metropolitan Planning Organization (MPO) was designated by the FHWA and FTA as a Transportation Management Area (TMA) on July 8, 2002 which requires a detailed review of the transportation planning process for the MPO planning area on a three year cycle. This certification review took place over a two day period on May 4th and 5th, 2005 and included all participating agencies. The focus was to determine if the planning process met the federal regulations governing the development of transportation plans and programs for metropolitan areas as identified in federal regulations; 23 CFR, Section 450.334(b) Metropolitan Planning Process. Federal representatives interviewed staff associated with this process and received input from participating agencies and officials. This process also included a public hearing to solicit feedback from the public.

MPO Certification Review preliminary findings. The FHWA/FTA certification review exit interview identified a preliminary finding of “Certification” of the transportation planning process with no Corrective Actions. Findings include twelve commendations and eight recommendations. A joint report from FHWA and FTA will be written and transmitted to the MPO for review and comment. These findings indicate the transportation planning activities in the Lincoln metropolitan area are being carried out in accordance with governing Federal regulations, policies, and procedures.

In addition to the Transportation Planning Review, a self-review and evaluation process was conducted annually to determine the conformance of the Lincoln urban transportation planning process with applicable federal laws and regulations. This report contains the compliance evaluation for the 2005 Certification that was developed, reviewed and acted upon during FY 2005 in conjunction with review of the Transportation Improvement Program.

Service (6720): This activity includes the provision of information to the public upon request, speaking engagements, and assistance to operating agencies responsible for implementing

long-range plans. Information is forwarded to appropriate agencies, groups and the general public as requested.

Professional Development (6730): The costs related to attending approved professional transportation planning workshops, conferences, and meetings, and the associated travel to be partially paid by FHWA/State PL funds.

Contingency (6740): This item includes work associated with activities not specifically listed in the work program or those not anticipated at the time of development of the FY 2006 work program. Quarterly reports for the grant reimbursement will describe miscellaneous activities.

MPO Administration (6750): This activity includes work necessary for carrying out the Metropolitan Planning Organizations (MPO) administrative functions for FY 2006. These are generally day to day functions not specifically listed in the work program. Quarterly reports for the grant reimbursement will describe administrative activities.

PL Fund Grant Administration (6760): This activity includes staff time associated with the management of the PL Fund grant. This includes the review and execution of the PL Fund grant contract, preparation of activity reports, reimbursement requests and audits, and the staff time management system.

Overhead:

Overhead, or indirect costs, may be included with staff time for quarterly grant reimbursement claims. These costs may include the following cost categories which are subject to conditions set forth in the payment section of the PL Fund agreement:

- | | |
|--------------------------|--------------------------------------|
| • Social Security | • Employee Assistance Program |
| • Retirement | • Photo copying and Printing |
| • Life Insurance | • Supplies |
| • Health Insurance | • Equipment |
| • Workmen's Compensation | • Travel/Mileage |
| • Sick Leave | • Depreciation (schedule) |
| • Vacation | • Government Wide Allocation Plan |
| • Holiday | • Supervision and Record Maintenance |
| • Unemployment | • Management Overhead |

When claimed for reimbursement, the rate for overhead costs will be, at a maximum, determined by an audit of Lincoln's payroll and related expenses for the FY 2006 PL contractual agreement. Only those payroll-related expenses shown above and included in the Employee Fringe Benefits in part 1.31.6 of the Federal Acquisition Regulation (Code of Federal Regulation 48) will be eligible for reimbursement. For purposes of estimation of the overhead/indirect cost funding level in the work program, a 130% rate will be applied for the anticipated labor costs.

Products:

The activities included in this work program will be carried out in accordance with the MPO Prospectus (*Operations Plan For Continuing Transportation Planning*). The following Activity

Reference Chart reflects the activities described above, with agency responsibilities and estimated costs noted. The activity number is that assigned to each activity for purposes of the Public Works and Utilities Department and Planning Department Time Management Systems.

STAFF TIME ESTIMATES FOR FY 2006

Staff	Staff Months
Professional Staff	32
Support Staff	18

ESTIMATED COSTS BY AGENCY

Agency	Estimated Costs
Lincoln City-Lancaster County Planning Department (LLPD)	
Total Costs (100%):	\$106,165
Federal Share (80%): PL Fund	\$ 84,932
Lincoln Department of Public Works (DPW)	
Total Costs (100%):	\$247,717
Federal Share (80%): PL Fund	\$198,173
TOTAL PROGRAM FUNDS:	
Total Costs (100%):	\$353,883
Federal Share (80%): PL Fund (FY2006)	\$283,054
Federal Share (80%): PL Fund (reprogrammed from FY2004)	\$ 51
City Share (20%):	\$ 70,777
OTHER FUNDING SOURCES:	
Lancaster County Engineer (LCE)	
Total Costs (100%)	\$ 4,000
County Share (100%)	\$ 4,000
Nebraska Department of Roads (NDOR)	
Total Costs (100%)	\$ 30,000
Federal Share, SPR (80%)	\$ 24,000
State Share (20%)	\$ 6,000

NOTE: The availability of federal funds are based upon the continuation of existing funding levels.

ACTIVITY REFERENCE CHART - ELEMENT 401

**WORK PROGRAM FOR CONTINUING TRANSPORTATION PLANNING
IN THE LINCOLN METROPOLITAN AREA: FY 2006**

Act. Number	Activity	Responsible	Agency Primarily	Estimated Costs by Agency			
				DPW	LLPD	LCE	NDOR
ANNUAL SURVEILLANCE, MONITORING, EVALUATION VARIABLES							
6110	Population-related Factors		LLPD	0	500	0	0
6120	Economic Factors		LLPD	0	500	0	0
6130	Land Use Factors		DPW, LLPD	2,500	14,000	0	0
6140	Transportation Facilities		DPW, LCE, NDOR, TC	18,000	500	800	0
6150	Transportation System Planning		DPW, LCE, NDOR, TC	2,500	0	250	0
6160	Traffic Control Features		DPW, LCE	500	0	100	0
6170	Travel Model Development and Maintenance		DPW, LCE, NDOR	50,000	2000	100	0
6180	Regulatory Controls and Programs		DPW, LLPD	500	500	0	0
6190	Social and Community Value Factors		DPW, LLPD	500	500	0	0
6200	Census Planning Activities (CTPP)		DPW, LLPD	2,000	1,000	0	0
6210	Financial Resources (TIP, CIP & Staging)		DPW, LLPD, LCE, TC	5,000	3,000	350	0
TRANSPORTATION-RELATED ROUTINE REPORTS							
6310	Annual Transportation Report		DPW, LLPD, TC	1,500	500	0	0
6330	Unified Planning Work Program		DPW, LLPD, TC	2,500	500	0	0
6340	MPO Prospectus		DPW, LLPD, TC	9,000	1,000	0	0

ACTIVITY REFERENCE CHART - ELEMENT 401

**WORK PROGRAM FOR CONTINUING TRANSPORTATION PLANNING
IN THE LINCOLN METROPOLITAN AREA: FY 2006**

Act. Number	Activity	Responsible	Agency Primarily	Estimated Costs by Agency			
				DPW	LLPD	LCE	NDOR
TRANSPORTATION-RELATED COMMITTEES							
6410	Technical Committee		DPW, LLPD, LCE, TC	3,000	1,200	300	0
6420	Officials Committee		DPW, LLPD, LCE, TC	1,500	500	200	0
6430	Technical Committee Subcommittees		DPW, LLPD, LCE, TC	2,500	1,000	200	0
6440	Citizen Advisory Committees		DPW, LLPD, TC	9,000	2,000	0	0
TRANSPORTATION SPECIAL PROJECTS							
6510	Interim Reports		DPW, LLPD, LCE, TC	1,500	1,200	100	0
6520	Major Transportation Plan Update		DPW, LLPD, TC	75,000	36,000	0	0
6530	Annual Review and Plan Reevaluation		DPW, LLPD, LCE, TC	2,000	500	500	0
6540	Transportation Plan Amendments		DPW, LLPD, LCE, TC	1,500	1,500	200	0
6550	Procedural Development (DIME/TIGER, GIS, MAF)		DPW, LLPD, TC	0	1,500	0	0
6560	Transportation System Management (TSM, CMS, ITS)		DPW, LLPD, LCE, TC	5,000	500	200	0
6570	Subarea and Corridor Planning Studies		DPW, LLPD, LCE, TC	2,500	2,500	400	0
6580	Multit-Modal Transportation Planning		DPW, LLPD, TC	5,000	15,000	0	0
6590	Downtown Lincoln Master Plan		DPW, LLPD	1,500	3,200	0	0
6610	Railroad-related Planning		DPW, LCE	3,500	500	150	0

ACTIVITY REFERENCE CHART - ELEMENT 401

**WORK PROGRAM FOR CONTINUING TRANSPORTATION PLANNING
IN THE LINCOLN METROPOLITAN AREA: FY 2006**

Act. Number	Activity	Responsible	Agency Primarily	Estimated Costs by Agency			
				DPW	LLPD	LCE	NDOR
6620	Goods and Freight Movement Planning		DPW, LLPD, TC	6,500	500	0	0
6630	Pedestrian, Bicycle and Trails Planning		DPW, LLPD	3,000	7,500	0	0
6640	Policy Studies and Regulation Review		DPW, LLPD	4,500	500	0	0
6650	Transportation Facilities and Site Plan Review		DPW, LLPD	5,000	4,000	0	0
TRANSPORTATION GENERAL ADMINISTRATION							
6710	Certification		DPW, LLPD	5,000	500	0	0
6720	Services		DPW, LLPD, LCE	1,217	365	150	0
6730	Professional Development and Travel		DPW, LLPD	3,500	500	0	0
6740	Contingency		DPW, LLPD	0	0	0	0
6750	MPO Administration		DPW	8,500	0	0	0
6760	PL Fund Grant Administration		DPW	4,500	700	0	0
	SPR Funding		NDOR	0	0	0	30,000
	OVERHEAD (130%)		DPW, LLPD	0	0	0	0
PROGRAM TOTALS (100%)				\$247,717	\$106,165	\$4,000	\$30,000
PL FUNDED				\$198,173	\$ 84,932		

TRANSIT PLANNING WORK PROGRAM

The following describes transit planning activities expected to be conducted in FY 2006. The task budget categories are per Federal Transit Administration (FTA) guidance circulars to be utilized for reporting and auditing purposes. Tables follow this information describing the level-of-effort and budget of each indicated task.

44.21.00 Program Support and Administration - Review and Coordination:

Various administrative activities will continue in FY 2006 in coordination with planning carried out by other agencies, including:

- Staff supervision and administration
- Professional development
- Coordination and development of planning activities
- Policy review and development
- Budget development and coordination
- Review and development of StarTran Strategic Plan

44.21.00 Program Support and Administration - Grant Administration:

Appropriate grant administration activities will continue in FY 2006, including preparation of FTA applications, development of status reports and financial record keeping for all active grants.

44.21.00 Transportation Administrative Programs:

Transit-related portions of the following such transportation administrative programs will continue to be developed in FY 2006:

- Unified Planning Work Program.
- Planning process certification report
- Title VI, EEO, and DBE

44.24.00 Short-Range Transportation Planning:

Activities specifically related to short range transportation system/project planning and analysis will continue in FY 2006, to include:

- Management analysis of and planning related to internal operations.
- Short-range transportation system management (TSM) activities.
- Transit-related system and project planning.
- Transit-related surveillance activities.
- Transit marketing planning.
- Monitor results of Passenger Counting System for route performance and service effectiveness.
- Appropriate planning activities associated with Intelligent Transportation Systems.
- Coordination of Human Services Transportation program.

44.25.00 Transportation Improvement Program:

In FY 2006, the transit portion of the 2006-2008 and 2009-2011 Transportation Improvement Program (TIP) will be developed, with appropriate reviews and actions.

44.26.88 Americans With Disabilities Act :

In FY 2006 planning, development, and improvement of transportation services to the elderly and persons with disabilities will continue to include:

- Administration updating, and implementation of the “Complementary Paratransit Plan”.
- Appropriate planning associated with the League of Human Dignity Transportation Committee.
- Appropriate planning associated with coordination of non-emergency transportation services.

44.26.84 Financial Planning:

Planning processes which consider innovative funding services and assist with the development of sound transportation financial planning process, which result in accurate estimates of available funds, system costs, and future operation/maintenance costs, will continue in FY 2006

44.26.86 Environmental and Community Impact/Livable Communities:

Appropriate planning activities will be conducted in FY 2006 which give early consideration of the natural environment and effects of transportation planning and project activities. Such planning activities will “address, as appropriate, equitable distribution of mobility benefits and possible adverse environmental/health impacts of federally-funded transportation investments and activities.

Brian Praeuner (2005)

**TRANSIT PLANNING PROGRAM
FUNDING SUMMARY
F.Y. 2006**

	FTA Section 5303	FTA Section 5307	City of Lincoln	TOTALS
Section 5303	\$68,244	\$0	\$17,061	\$85,305
Section 5307	\$0	\$45,466	\$11,366	\$56,832
TOTALS	\$68,244	\$45,466	\$28,427	\$142,137

TRANSIT PLANNING PROGRAM FUNDING BY TASK F.Y. 2006

	FEDERAL DOLLARS		CITY MATCH		Total
	Section 5303	Section 5307	Section 5303	Section 5307	
44.21.00 Program Support & Administration- Review & Coordination	18,426	12,276	4,606	3,070	38,378
44.21.00 Program Support & Administration- Grant Administration	12,284	8,184	3,071	2,046	25,585
44.21.00 Program Support & Administration- Transport Administration Programs	3,412	2,274	853	568	7,107
44.24.00 Short Range Transportation Planning	20,473	13,640	5,120	3,410	42,643
44.25.00 Transportation Improvement Program	1,365	909	341	227	2,842
44.26.88 Americans with Disabilities Act	9,554	6,365	2,388	1,591	19,898
44.26.84 Financial Planning	1,365	909	341	227	2,842
44.26.86 Environmental & Community Impact/Livable Communities	1,365	909	341	227	2,842
TOTALS	\$68,244	\$45,466	\$17,061	\$11,366	\$142,137

Brian Praeuner (2005)

ENVIRONMENTAL STUDIES AND PROGRAMS

URBAN AIR QUALITY PLANNING

Objective:

The minimization of air pollution such that the health and welfare of the public is optimized.

Ongoing Work:

Since February of 1989, Lincoln has been designated by U.S. EPA as being in attainment for all the National Ambient Air Quality Standards (NAAQS). An ambient air quality monitoring program, operated by the LLCHD, monitoring for Carbon Monoxide (CO), particulate matter less than 2.5 microns in diameter (PM2.5), and ozone has been in place for many years. Air toxics monitoring was conducted from March of 2002 through April of 2003. Monitoring for diesel particulate matter (black carbon) began in the summer of 2004 and is ongoing. In addition to monitoring activities, the Lincoln- Lancaster County Health Department (LLCHD) also conducts computer modeling exercises to quantify transportation related air emissions.

Types of Monitoring Activities:

PM 2.5 Monitoring for particulate matter less than 2.5 microns in diameter (PM2.5) was begun in late 1998 to evaluate the potential impact of this pollutant on community health. To date, data indicates levels of PM2.5 are well below the NAAQS standard. The LLCHD will continue to define the contribution of transportation to PM2.5 levels, whether through modeling or other analysis.

PM10 Years of monitoring data have demonstrated that Lincoln-Lancaster County does not have a regional problem with PM10, therefore, monitoring for PM10 is no longer necessary.

Air Toxics Data indicates that some of the public health risk associated with exposure to hazardous air pollutants, as defined in the Clean Air Act, is contributed by mobile sources. The LLCHD continues emissions inventory work to characterize emissions of air toxics from on-road vehicles. The LLCHD has purchased an aethalometer to measure diesel particulate matter, a form of air toxics, throughout the city and county.

Ozone Monitored levels of ozone in Lincoln-Lancaster County continue to be lower than both the 1-hour and 8-hour ozone NAAQS, as communities approach the 300,000 population level the likelihood of ozone non-attainment increases. LLCHD will continue to monitor for ozone and specifically will strive to forecast future concentrations.

Carbon Monoxide Between June, 1986, and April, 1988, there were three exceedances of the eight-hour CO NAAQS. Because of the method for determining violations however, no violations had officially occurred. Eventually, monitoring showed that eight quarters (2 years) had passed without a violation of the standard. This met all SIP requirements and allowed the LLCHD, through the NDEQ, to request that U.S. EPA redesignate Lincoln as an attainment area for CO. In February

1989, that re-designation was finalized and Lincoln was officially designated by U.S. EPA as in attainment for all the NAAQS. Monitoring continues with good results to date.

Ongoing Activities: Emission Inventory, Modeling, and Air Monitoring:

The current State Implementation Plan (SIP) requires continued monitoring. LLCHD will continue to monitor ambient air for CO at 27th and "O" Streets. Monitoring for PM_{2.5} continues to be performed at 3140 N Street. Monitoring for Ozone continues to be performed in the village of Davey, Nebraska, just north of Lincoln. Data is recorded and appropriate 1-hour, 8-hour, 24-hour, and annual averages are computed.

In order to assess the impact of emissions from mobile sources, a comprehensive inventory was conducted in FY 2003. An inventory of network-wide emissions from on-road gasoline and diesel vehicles, non-road equipment, railroad locomotives, and aircraft/airport activities was completed in FY 2003 using standard, EPA-approved models and emission calculation methods.

Recently, the Lincoln Public School system installed oxidation catalyst devices on each of its diesel powered school buses, and Star Tran, the public bus transportation system in Lincoln, converted all of its diesel buses to operate on ethanol blended fuel. These measures result in lower emissions of diesel particulate matter, hydrocarbons, and carbon monoxide to further ensure good air quality for Lincoln and Lancaster County.

The LLCHD will continue to work in cooperation with the Lincoln-Lancaster County Planning Department, the Public Works and Utilities Department and the Nebraska Department of Roads to understand and quantify emissions related to the local transportation system. The LLCHD will remain involved with the local Metropolitan Planning Organization to carry out this effort.

Rick Thorson (06/16/05)

SALT CREEK TIGER BEETLE

Objective:

This objective is to promote the understanding and awareness in planning activities to facilitate the protection of habitat of the Salt Creek Tiger Beetle.

Previous Work:

The U.S. Fish and Wildlife Service has proposed listing the Salt Creek Tiger Beetle as endangered under the U.S. Endangered Species Act. Endangered and threatened species are the most vulnerable plants and animals in our native natural communities. The only three known populations of the Salt Creek Tiger Beetle species in the world occur in saline wetlands in eastern Nebraska. The beetles are considered the rarest insect in Nebraska and are already protected under Nebraska State law.

In response to a lawsuit filed by Earthjustice Legal Defense Fund and several other plaintiffs, the Service agreed on October 7, 2002 to submit a final listing determination for the beetle to the Federal Register by September 30, 2005. The Service's proposal states that surveys from 1991 to 2004 show declines in population size and distribution. The surveys indicate that the number of remaining Salt Creek Tiger Beetle populations has fallen by half - from six to three populations - since 1991. The 2004 surveys revealed that the Salt Creek Tiger Beetle numbers fewer than 600 individuals.

The Salt Creek Tiger Beetle is considered a "bio-indicator" species. Its presence signals the existence of a healthy saline wetland, and it serves as an important link in a complex food chain of the saline wetland ecosystem. A healthy saline wetland provides numerous benefits for people, including water purification and flood control. The Salt Creek Tiger Beetle is native to eastern Nebraska's saline wetlands and the associated streams in the northern third of Lancaster and south-central edge of Saunders counties. It occurs in exposed mud flats of saline wetlands and along mud banks of streams and seeps.

The 2004 surveys revealed that the Salt Creek Tiger Beetle numbers fewer than 600 individuals and the remaining populations of Salt Creek Tiger Beetles are believed to be threatened by:

- habitat loss and degradation due to development in northern Lancaster County and Lincoln, Nebraska.
- increased freshwater runoff and sediment from urban areas - which lowers the salt content in the water and encourages vegetative encroachment.
- bank sloughing from incised streams that were channeled.
- the effects of bank stabilization projects.
- pollution.
- pesticide application or runoff, and habitat loss and degradation due to grazing and cultivation.

Long Term Planning Activities:

1. Develop a Management Plan for the Salt Creek Watershed and Salt Creek Tiger Beetle habitat.
2. Pursue an integrated, interagency, ecosystem approach to obtaining needed research information about the Tiger Beetle life history, and habitat requirements.
3. Identify and assist landowners with existing programs available to preserve wetlands on private property, and transition lands around the wetlands.
4. Investigate incentives for landowners in regard to voluntary purchases, easements, etc.
5. Initiate a cooperative public education effort that would raise awareness of the Tiger Beetle and its unique habitat, and encourage the public to maintain an interest in the area.
6. Include the area of concern in the Comprehensive Plan in regard to land use, stormwater volume inputs, and direction of growth.

Products:

Establish funding for research regarding the protection of the habitat area in order to determine the impacts of basin-wide land use changes and human activities on the Salt Creek Tiger Beetle. A recommendation is also anticipated to remove the Salt Creek Tiger Beetle habitat (saline wetlands) and a buffer zones from the growth areas identified in the Lincoln City-Lancaster County Comprehensive Plan.

Other products anticipated are on-going formal partnerships between the City, County and other entities to explore opportunities for the protection of the Salt Creek Tiger Beetle and their saline wetlands habitat.

Funding Source:

Combination of local, federal and other funding as can be developed.

Functional Agency Responsibility:

Local, 100%

FLOOD PLAIN MANAGEMENT PROGRAM COORDINATION

Objective:

This program is to promote the public health, safety, and general welfare, and to minimize public and private losses due to flood conditions by sound management of flood hazard areas. To accomplish this an integrated watershed management program is to be developed and maintained that will take a comprehensive, proactive approach to floodplain and stormwater management. This also enables the City and County to maintain status in the National Flood Insurance Program.

Previous Work:

During 2004-05, the following items were completed:

- Completed a basin plan for the Stevens Creek Watershed. The study identified new development standards to address stormwater quality. Efforts are currently underway to revise current development standards and implement the standards proposed in the Stevens Creek basin plan. New floodplain maps were also developed from the basin plan which the City of Lincoln is enforcing as best available information;
- Adopted new floodplain management standards for areas of new growth that address the natural functions of floodplains and reduction of future flooding hazards in Lincoln based upon recommendations of the Mayor's Floodplain Task Force;
- On-going efforts with comprehensive Watershed Management program, to address floodplain and stormwater issues and to meet the requirements of the City's draft MS4 NPDES permit for water quality;
- Continued implementation of a flood warning system for Salt Creek;
- Continued monitoring efforts on completed City Wetland Mitigation Bank;
- Submittal of the annual National Flood Insurance Program Community Rating System (NFIP/CRS) re-certification;

Methodology:

The following activities are anticipated to be initiated, developed, or completed in FY 2006:

- Continue to coordinate with the Corps of Engineers and the Lower Platte South NRD regarding the Antelope Valley flood control project;
- Continue to disseminate floodplain information to the public; utilize web technology and GIS to increase the range of information available;
- Develop a basin master plan for the Dead Mans Run watershed to reduce flood threats and improve water quality;

- Continue the process of developing new floodplain maps for Salt Creek within the City of Lincoln limits and future growth areas;
- Continue the process of acquiring approximately 220 acres of floodplain easements in the Southeast Upper Salt Creek watershed;
- Continue the process of developing a stormwater basin plan for the Cardwell Branch watershed within Lincoln's future service limit to reduce flood threats and improve water quality;
- Continuing efforts on the Digital remapping of Beal Slough, Southeast Upper Salt Creek, Stevens Creek and Cardwell Branch;

Products:

The Floodplain Management products will include studies, reports, and amendments to regulations and maps, as needed; provide data upon request. The watershed master planning project will include basin master plans for a range of watersheds that will ultimately be brought together as a unified Master Watershed Plan for the City of Lincoln and environs.

Funding source:

Combination of local and federal funds.

Functional Agency Responsibility:

Local, 100%.

Biesecker (06/15/05)

END